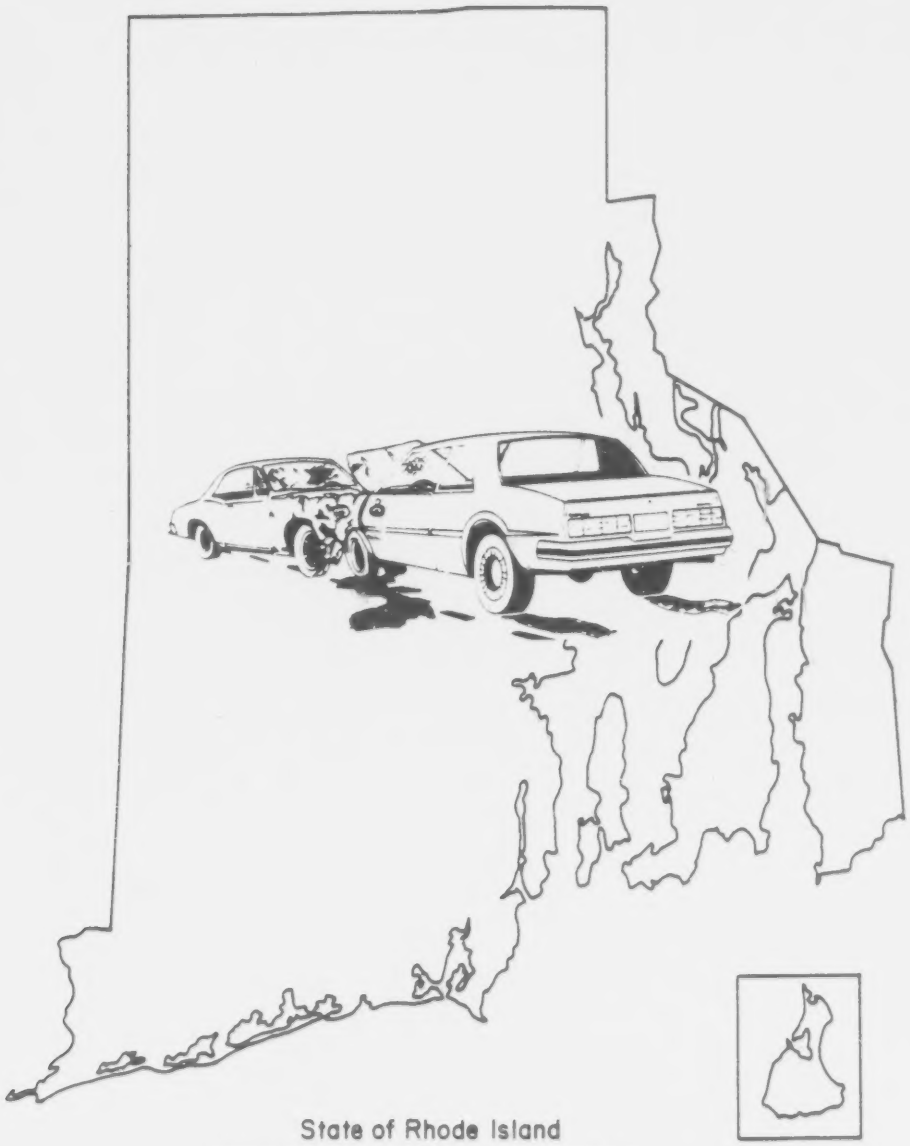
RHODE ISLAND
HIGHWAY SAFETY REPORT



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This report, prepared by the Planning Division of the Rhode Island Department of Transportation, documents planning activities performed by the Division. These activities are supported by the U.S. Department of Transportation, Federal Highway Administration. Assistance in providing basic data was received from the Governor's Office on Highway Safety, also of the Rhode Island Department of Transportation, with support from the U.S. Department of Transportation, National Highway Traffic Safety Administration. The contents of this report reflect the views of the Rhode Island Department of Transportation, which is responsible for the accuracy of the facts and data presented herein. The contents do not necessarily reflect the official views or policies of the Federal participating agencies. This publication is based upon publicly supported research and may not be copyrighted. It may be reprinted, in part or in full, with the customary crediting of the source.

RHODE ISLAND

HIGHWAY SAFETY REPORT

SEPTEMBER, 1987

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

PLANNING DIVISION

STATE OFFICE BUILDING

SMITH STREET

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PREFACE

One of the functions of the Planning Division of the Rhode Island Department of Transportation (RIDOT) is the collection and analysis of motor vehicle accident information. This information consists of geographic specific accident data (accident sites) and categorical accident data (classification by type). The accident information collected by the Planning Division is utilized by other state or federal agencies, private industry, and the general public.

The purpose of this report is to present the 1985 accident data maintained by the Planning Division, in a form useful to anyone interested in annual accident statistics. This report is not the Annual Highway Safety Report required by the Federal Government; therefore, all of the Federal Highway Administration (FHWA) requirements may not be met within this report.

This report was prepared by Mr. Joseph A. Bucci, Sr. Civil Engineer, under the direction of Mr. Henry Bishop, Sr. Civil Engineer and Mr. Thomas A. Conboy, Supervising Planner. The assistance of Ms. Barbara J. Pollard, Programmer/Analyst, and Mr. James Holmes, Junior Planner, is also acknowledged. Other Planning Division staff participating in this report are listed below:

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PART ONE: INTRODUCTION

This report provides an overview of the effects of the highway safety effort in Rhode Island. By the use of tables and graphics, yearly accident statistics are presented in a form which is both useful and easy to read. There are also narrative sections to aid in the presentation and comprehensibility of the tables and graphs.

Rhode Island's Accident Location Reporting System (ALRS) was initiated in 1974, and since that time each year's accident data has been processed via the ALRS. The ALRS generates two types of accident data:

1) Generalized data that groups and compares various accident data items in tabular form. There are 24 tables of this type and they are included in the appendix of this report (Page A-1).
2) Location specific data that groups accidents at or near particular locations.

The data presented in this report were obtained from accident reports filed with the Rhode Island Department of Transportation (RIDOT), Division of Motor Vehicles. Accidents not reported to the Division of Motor Vehicles are not counted; therefore, local police departments may have a higher total number of accidents for their towns than the RIDOT. The main reason for any discrepancies between state and local accident totals is the change in the financial requirement for reporting a motor vehicle accident. By order of the R.I. General Assembly, on July 1, 1982, the financial threshold for reporting an accident rose from $200 to $300. This means that unless a motor vehicle accident results in personal injury or property damage of $300 or more, it is not included in RIDOT's accident file.

PART TWO: FATAL ACCIDENTS

During the ten year period from 1975 to 1984, the total number of fatal accidents has ranged from 79 to 119, with an average of 105 fatal accidents per year. During this ten year period, the number of traffic related fatalities varied almost proportionally with the number of fatal accidents, which means the year with the highest number of fatal accidents also had the highest number of fatalities. The number of traffic related fatalities ranged from 83 to 135, with a ten year average of 114 fatalities per year.

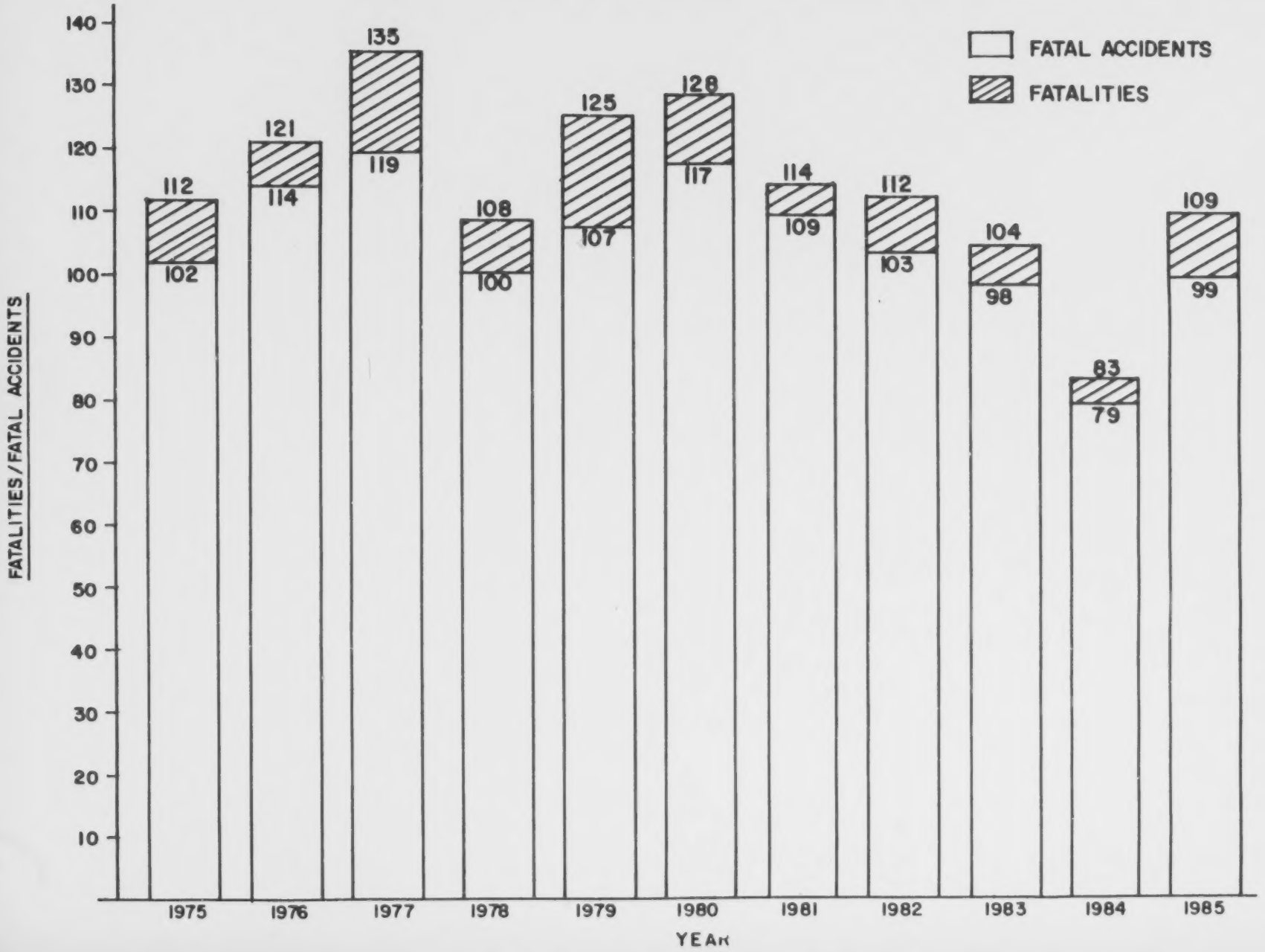
In 1985 the total number of fatal accidents and traffic related fatalities were 99 and 109, respectively. The number of fatal accidents rose 25 percent, while the number of traffic related fatalities rose 31 percent above the 1984 figures. Although these are significant one year increases, it is important to note that 1985 totals are still below the ten year averages for both fatal accidents and traffic related fatalities.

Figure 2-1 illustrates what has been discussed thus far, and also brings forth another noteworthy point. Based soley on what is shown in this figure, it is not inconceivable that the sharp increases in both fatal accidents and traffic related fatalities from 1984 to 1985 could be attributed to exceptionally low totals in 1984. From Figure 2-1 it appears that the 1985 values have returned to the same level they were prior to 1984.

The percentage of fatal accidents under various environmental conditions can be seen in Figure 2-2. Surprisingly, most fatal accidents did not occur during periods of adverse environmental conditions. This can best be seen by considering each of the three environmental groups separately.

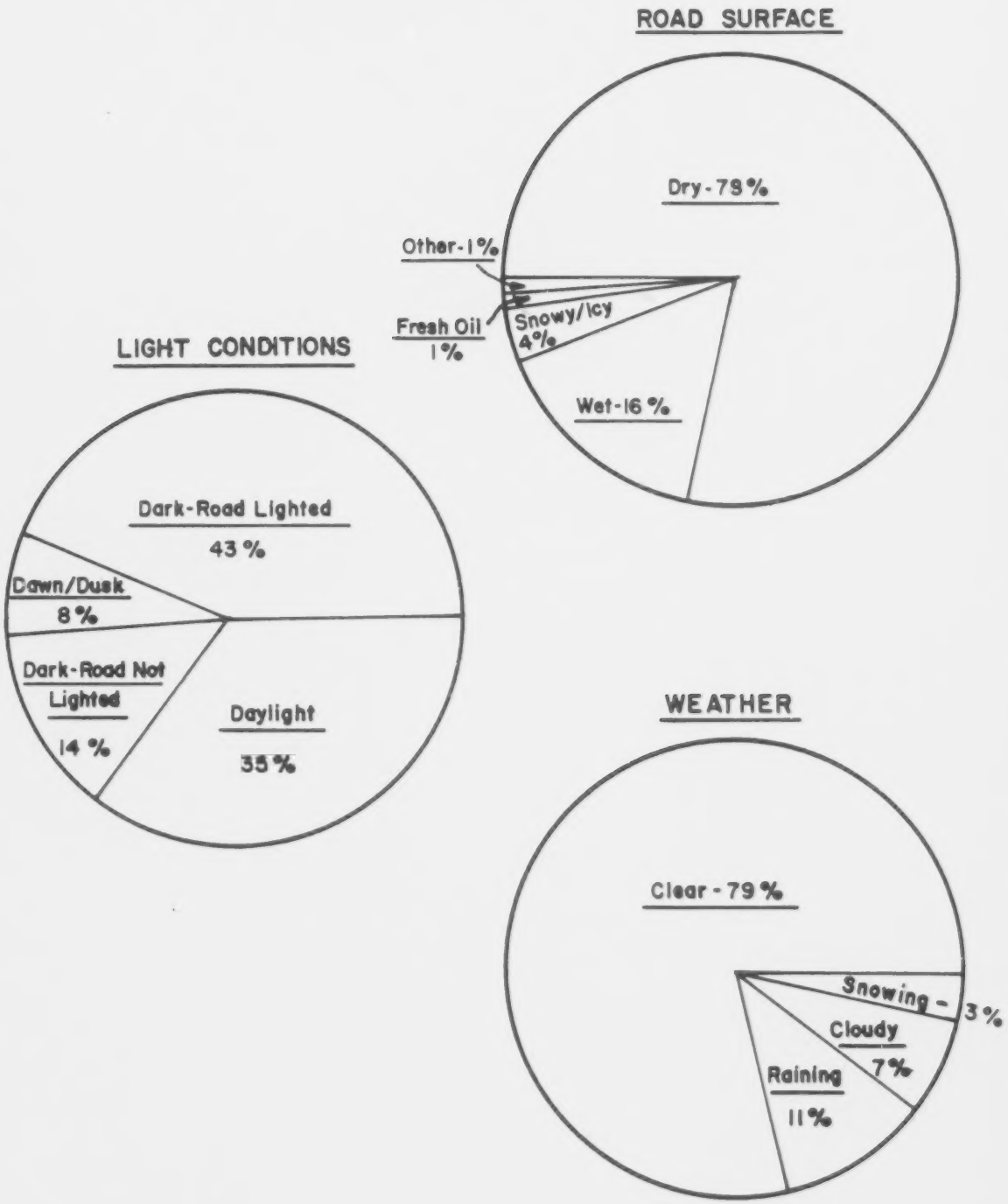
TOTAL FATALITIES AND FATAL ACCIDENTS 1975-1985

Figure 2-1



ENVIRONMENTAL CONDITIONS DURING 1985 FATAL ACCIDENTS

Figure 2-2



When weather conditions are considered, it can be seen that the highest percentage of fatal accidents (79%) occurred when the weather was clear. Generally, weather dictates road surface condition; therefore, it seems logical that most fatal accidents (78%) occurred on dry roads during 1985. Light conditions, however, are normally independent of weather conditions as the pie charts in Figure 2-2 indicate. Unlike the weather and road surface pie charts, there is no dominant light condition during which fatal accidents occur. Although the greatest percentage (43%) of fatal accidents occurred while it was dark with the roadway lighted, this is not an overwhelming percentage when compared to daylight fatal accidents (35%). However, it should be noted that there are many more vehicles traveling during the daylight hours which means that a higher percentage of the vehicles traveling at night are involved in fatal accidents.

An important fact to note about Figure 2-2 is that each pie chart must be looked at and interpreted individually because although all of the charts are related to fatal accidents, they are not interrelated.

Table 2-1 gives the number of drivers involved in fatal accidents by age and sex for 1985. This table shows that there are two age groups that accounted for more than half of all the drivers involved in fatal accidents in 1985. The first group (drivers ranging in age from 20 to 24 years) consists of 42 drivers, which is 31 percent of the total number of drivers (134) involved in fatal accidents. Of these 42 drivers, 38 (90%) were male and 4 (10%) were female.

The second group (drivers ranging in age from 25 to 34 years) consists of 30 drivers or 22 percent of all drivers involved in fatal accidents. Of the 30 drivers in this age group, 25 (83%) were male and 5 (17%) were female. Male drivers alone in these two age groups account for almost 50 percent of all drivers involved in fatal accidents.

TABLE 2-1

DRIVERS INVOLVED IN FATAL ACCIDENTS BY AGE AND SEX FOR 1985

	<18	18-19	20-24	25-34	35-44	45-54	55-64	65+
MALE	8	10	38	25	12	4	4	4
FEMALE	2	4	4	5	4	1	3	3
TOTAL	10	14	42	30	16	5	7	7

* NOTE: There were 3 cases for which both driver age and sex were unknown

TABLE 2-2

DRIVER FATALITIES BY AGE AND SEX FOR 1985

	<18	18-19	20-24	25-34	35-44	45-54	55-64	65+
MALE	5	3	19	10	5	1	2	0
FEMALE	1	1	2	2	1	0	0	3
TOTAL	6	4	21	12	6	1	2	3

The distribution of driver fatalities by age and sex shown in Table 2-2 is very similar to that of drivers involved in fatal accidents by age and sex shown in Table 2-1. The two age groups with the highest number of driver fatalities are 20 to 24 years and 25 to 34 years, with 21 and 12 fatalities, respectively. In the 20 to 24 year old age group, 19 (90%) of the 21 drivers killed were male and 2 (10%) were female. The 25 to 34 year old age group consisted of 10 (83%) male driver fatalities and 2(17%) female driver fatalities.

Figure 2-3 shows the number of fatal accidents that occurred on each day of the week during 1985. The greatest number of fatal accidents occurred on Saturday in 1985. The distribution of fatal accidents by day of week in this figure is not unusual. Figures like this can sometimes be misleading since early morning Saturday accidents could be a result of the continuation of Friday night, and the same can be said about early morning Sunday accidents being attributed to Saturday night activities. Table 2-3 enables the reader to take an historical look at these data. The distribution of fatal accidents throughout the week has been fairly consistant since 1975, with the peak usually occurring toward the weekend.

Figure 2-4 shows the number of fatal accidents by hour of day. From this figure it is seen that most fatal accidents occur in the early morning hours between 1:00 am and 2:00 am. This could partly be the result of late partying and bar closings the night before. Another contributing factor to the high number of early morning fatal accidents could be the fact that the majority of people driving in the very early morning hours are continuing the previous day and, therefore, suffer the greatest fatigue. Another contributing factor that cannot be overlooked is that alcohol involvement among venicle operators is highest during the late night and early morning hours.

1985 FATAL ACCIDENTS BY DAY OF WEEK

Figure 2-3

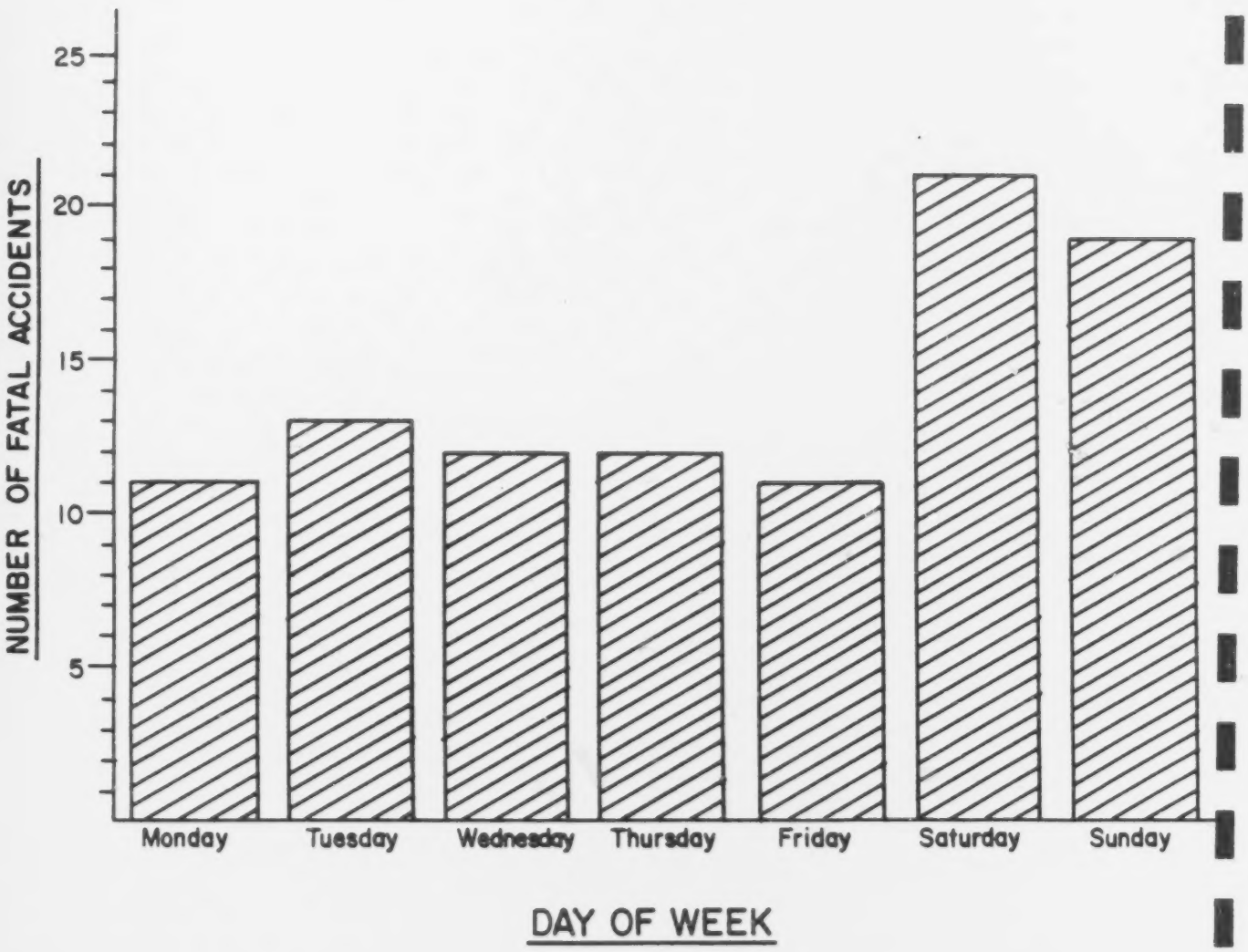


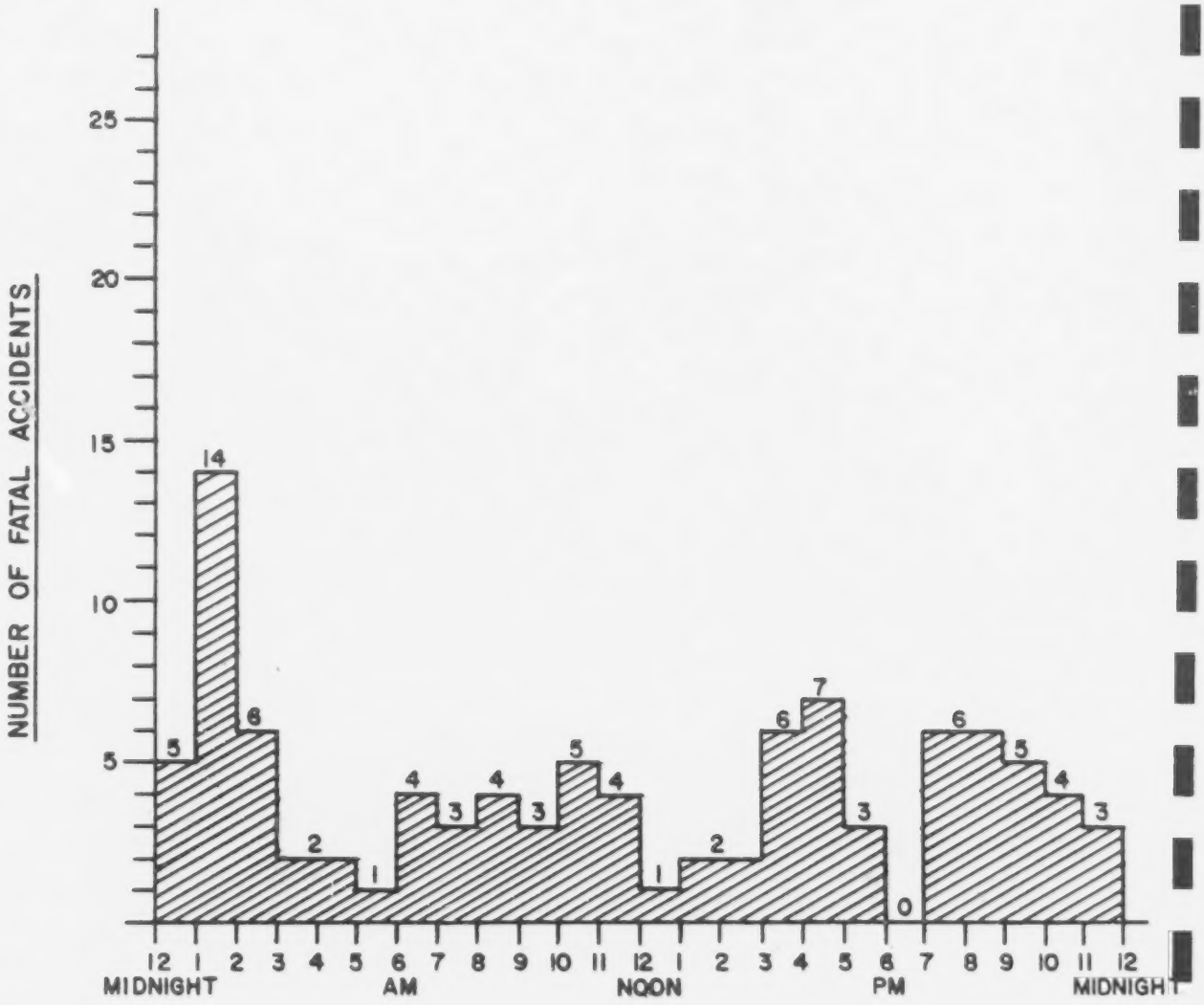
TABLE 2-3

TOTAL FATAL ACCIDENTS BY DAY OF WEEK
1975 - 1985

DAY OF WEEK	YEAR										
	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985
SUNDAY	9	19	17	20	21	23	18	13	11	19	19
MONDAY	10	15	18	10	13	15	13	14	10	9	11
TUESDAY	8	10	13	7	7	11	14	8	13	5	13
WEDNESDAY	16	10	14	12	9	5	12	7	11	8	12
THURSDAY	15	16	14	12	13	9	12	22	11	6	12
FRIDAY	29	21	21	16	12	14	14	22	18	15	11
SATURDAY	15	23	22	23	32	40	26	17	21	17	21

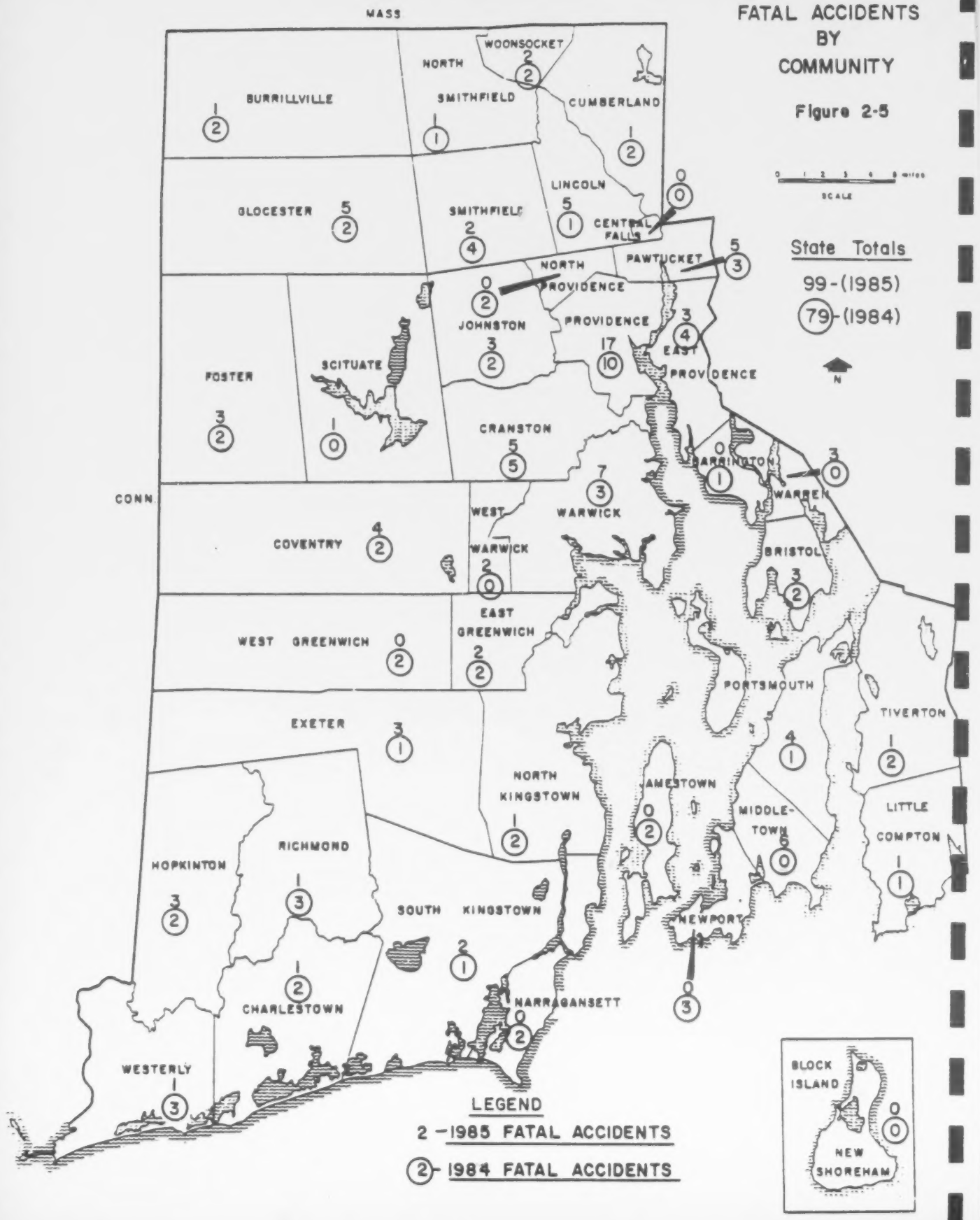
1985 FATAL ACCIDENTS BY HOUR OF DAY

Figure 2-4



TIME NOT STATED = 1

The distribution of fatal accidents by community can be seen in Figure 2-5. This figure shows the number of fatal accidents that occurred in each town during 1984 and 1985. The 1984 values are included to provide a means for yearly comparison within each town. Naturally, the total number of fatal accidents decreases in some towns and increases in others. There were some towns which had no fatal accidents; they are: Barrington, Jamestown, North Providence, New Shoreham, Narragansett, Newport, West Greenwich and Central Falls. Providence had the highest number of fatal accidents in 1985 with seventeen.


FATAL ACCIDENTS BY COMMUNITY
Figure 2-5
SCALE
State Totals
99-(1985)
79-(1984)
N
MASS
CONN
WOONSOCKET
NORTH SMITHFIELD
BURRILLVILLE
CUMBERLAND
LINCOLN
GLOCESTER
SMITHFIELD
CENTRAL FALLS
PAWTUCKET
NORTH PROVIDENCE
JOHNSTON
PROVIDENCE
EAST PROVIDENCE
FOSTER
SCITUATE
CRANSTON
BARRINGTON
WARREN
WEST WARWICK
WARWICK
COVENTRY
BRISTOL
EAST GREENWICH
WEST GREENWICH
PORTSMOUTH
TIVERTON
EXETER
NORTH KINGSTOWN
JAMESTOWN
MIDDLETOWN
LITTLE COMPTON
HOPKINTON
RICHMOND
SOUTH KINGSTOWN
NEWPORT
CHARLESTOWN
NARRAGANSETT
WESTERLY
BLOCK ISLAND
NEW SHOREHAM
LEGEND
2 - 1985 FATAL ACCIDENTS
(2) - 1984 FATAL ACCIDENTS

PART THREE: ALCOHOL INVOLVED FATAL ACCIDENTS

Alcohol involved traffic accidents are always of concern in the area of Highway Safety, and for this reason NDOT has prepared a series of tables and figures that provide information on alcohol involved fatal accidents and their components. Alcohol involvement, as defined by the Fatal Accident Reporting System (FARS), is a positive result of a chemical test or a statement by the investigating officer that a driver has been drinking or that an alcohol violation has been charged.

There were a total of 42 alcohol involved fatal accidents during 1985, which is 42 percent of all fatal accidents. Within the 42 alcohol involved fatal accidents, it was recorded by the FARS that 41 vehicle operators were driving while under the influence of alcohol. This shows that 98% of all alcohol involved fatal accidents in 1985 were caused by a vehicle operator driving while under the influence of alcohol. The other accident involves a drunk pedestrian.

Table 3-1 shows the number of drinking drivers involved in fatal accidents and the number of alcohol involved fatal accidents, by day of week. Figures 3-1 and 3-2 are graphic representations of Table 3-1 showing clearly which days of the week have the highest frequencies of alcohol involved fatal accidents. As previously mentioned on page seven, these figures may be somewhat misleading when considering Friday, Saturday and Sunday accidents due to early morning accidents attributable to late night drinking.

Figure 3-1 shows that the number of alcohol involved fatal accidents is fairly low during the week, but rises sharply on the weekend. Surprisingly, Friday had a relatively low number of alcohol involved fatal accidents during 1985. Sunday had the highest number with twelve and Saturday was very close behind with eleven.

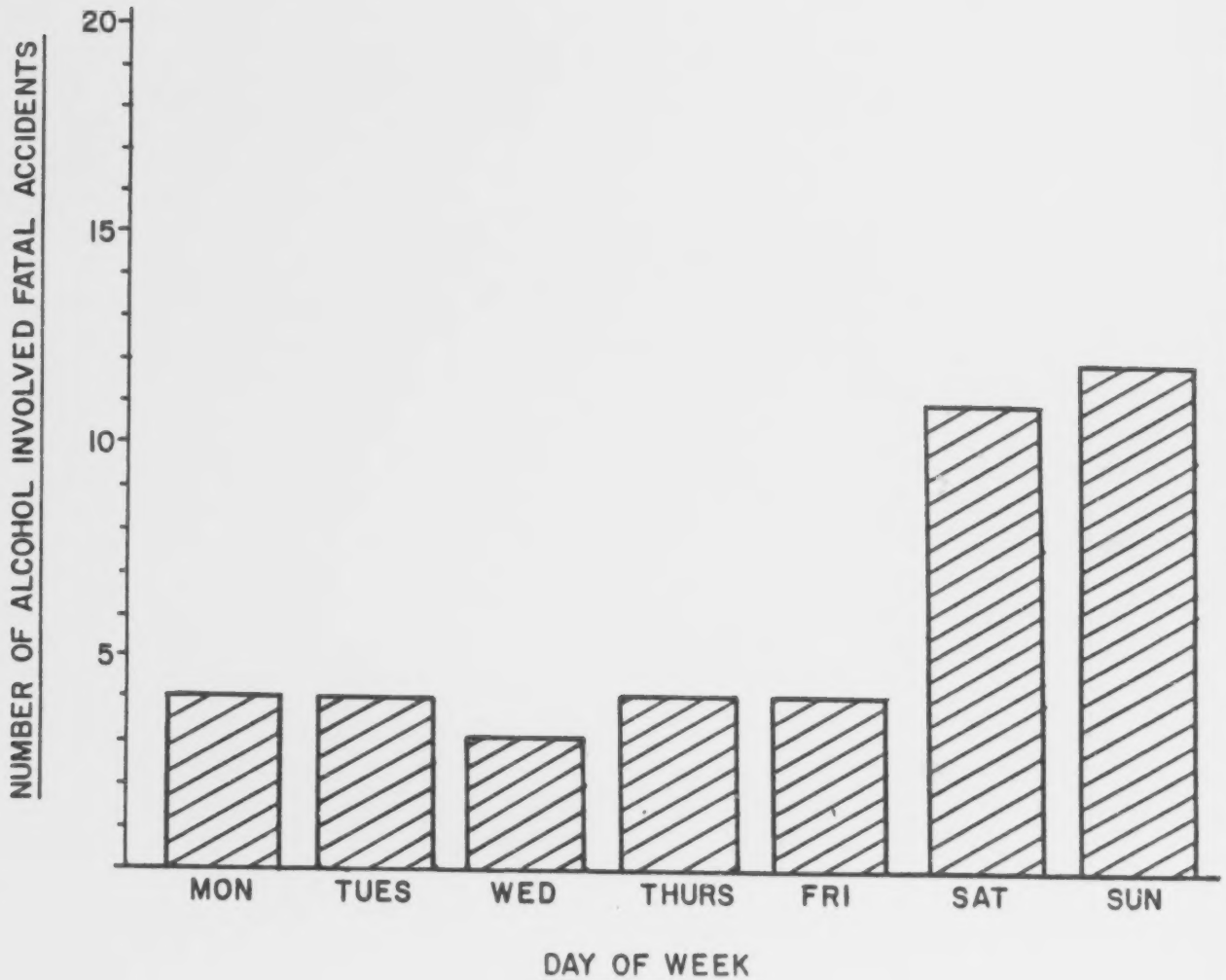
TABLE 3-1

1985 ALCOHOL INVOLVED FATAL ACCIDENTS BY DAY OF WEEK

DAY OF WEEK	DRINKING DRIVERS INVOLVED IN FATAL ACCIDENTS	ALCOHOL INVOLVED ACCIDENTS	
		FATAL ACCIDENTS	% OF TOTAL
SUNDAY	13	12	63.2
MONDAY	3	4	36.4
TUESDAY	3	4	30.8
WEDNESDAY	3	3	25.0
THURSDAY	4	4	33.3
FRIDAY	4	4	36.4
SATURDAY	11	11	52.4
TOTALS	41	42	——

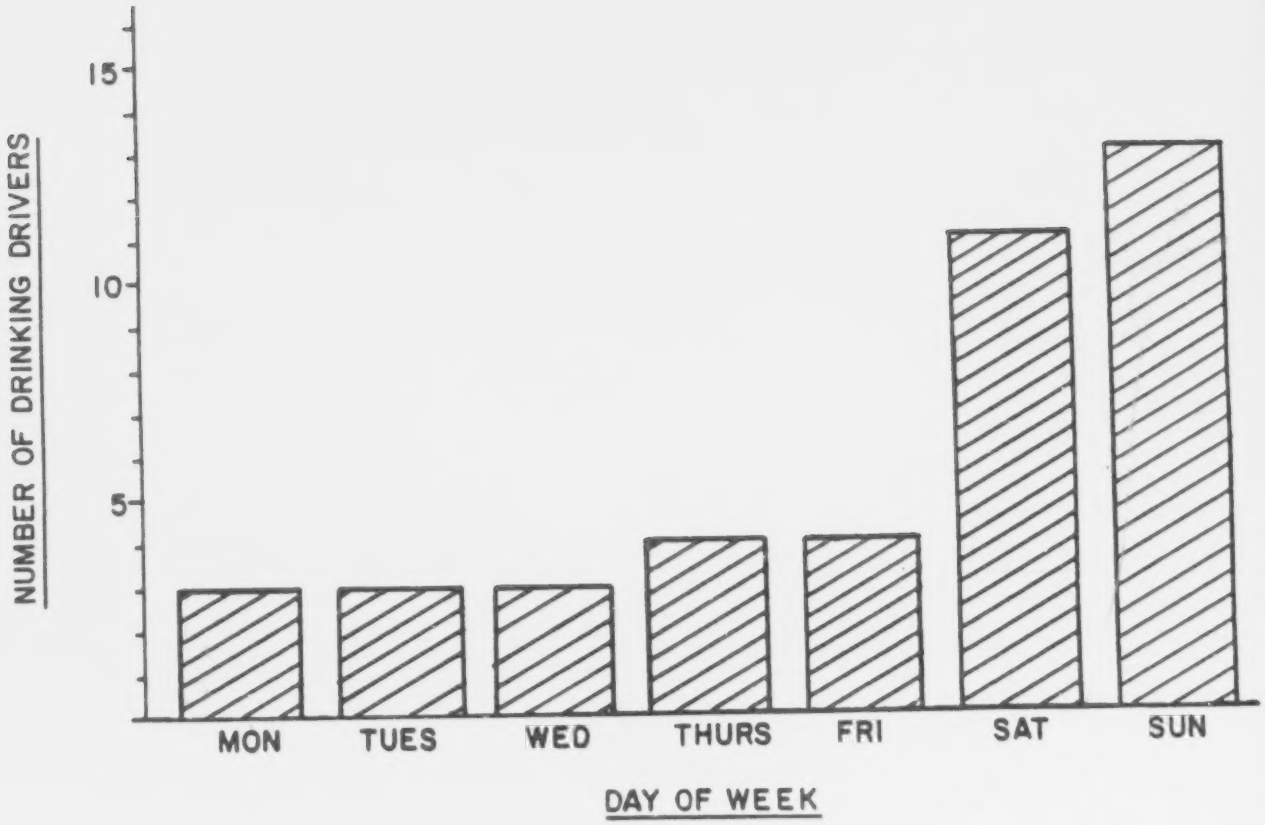
1985 ALCOHOL INVOLVED FATAL ACCIDENTS
BY DAY OF WEEK

Figure 3-1



1985 NUMBER OF DRINKING DRIVERS INVOLVED IN FATAL ACCIDENTS BY DAY OF WEEK

Figure 3 - 2



A comparison of Figure 3-1 and Figure 2-3 (1985 Fatal Accidents by Day of Week) shows some interesting similarities and relationships. The first is that they both have similar shapes; both are fairly constant Monday through Friday with the greatest number of accidents occurring on the weekend.

Perhaps the most interesting information obtained from the comparison of these two figures is the percentage of total fatal accidents occurring on each day of the week in which alcohol was involved. The actual percentages are shown in Table 3-1 under "percent of total". It is seen from this table that on the two days with the highest number of fatal accidents (Saturday and Sunday), over 50 percent of those fatal accidents were alcohol involved. Sunday had the highest percentage of alcohol involved fatal accidents with 63.2 percent. This figure is slightly misleading since over 50 percent of the alcohol involved fatal accidents occuring on Sunday happened within the first three hours of the day and may be attributed to late Saturday night drinking by the people involved.

Figure 3-2 shows the number of drinking drivers involved in fatal accidents by day of week. Figure 3-2 shows how the number of drunk drivers is distributed throughout the week and, when used in conjunction with Figure 3-1, enables the reader to see the ratio of drunk drivers to alcohol involved fatal accidents for any day of the week.

The number of drivers, by age group, involved in alcohol related fatal accidents can be seen in Table 3-2. Drivers between the ages of 22-25 were involved in the most alcohol involved fatal accidents. This table also shows the number of non-alcohol involved drivers and the percent of alcohol involved drivers within each total age group. Twenty-one year old drivers had the highest percentage of alcohol involved drivers of any age group; 58.3 percent of all twenty-one year old drivers involved in fatal accidents had been drinking. Figure 3-3 is a graphic representation of Table 3-2. From this graph it is seen that the pattern of alcohol involved drivers almost parallels that of non-alcohol involved drivers, at a slightly lower level.

The total number of drivers involved in fatal accidents by time of day can be seen in Table 3-3 and Figure 3-4. Table 3-3 also shows the number of alcohol involved drivers, non-alcohol involved drivers, and the percent of alcohol involved drivers for different times of day. The highest percentage of drinking drivers involved in fatal accidents was 62.1 percent between 1:00 AM and 3:59 AM. Figure 3-4 shows the ratio of alcohol involved drivers to non-alcohol drivers for the various hours of the day.

Most alcohol involved, fatal accidents occurred on local streets and other state routes, as indicated in Table 3-4. These two classes of trafficway also had the highest incidence of alcohol involved drivers.

When working with statistics on a statewide basis, it is often useful to present some information broken down by municipality. This is done in Table 3-5, with drivers involved in alcohol involved fatal accidents. This table lists all the cities and towns in the State and gives alcohol involved driver information for each. The column titled "%Alcohol Involved Drivers/City" is not meant for comparative purposes. It was included to give a better indication of how many drivers in each town were intoxicated.

TABLE 3-2

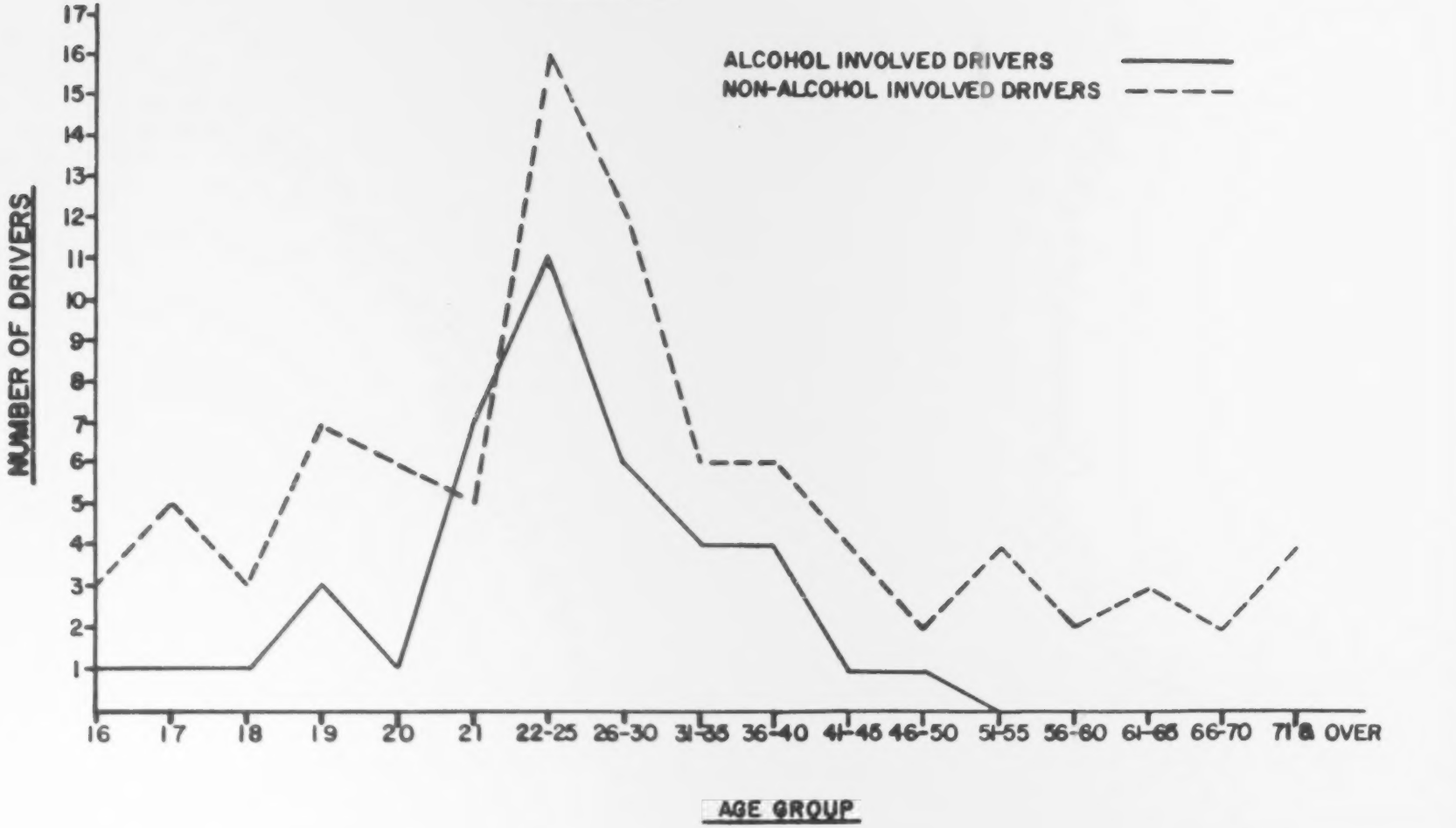
DRIVERS INVOLVED IN ALCOHOL RELATED FATAL ACCIDENTS DURING 1985
BY AGE GROUP

AGE GROUP	TOTAL DRIVERS	ALCOHOL INVOLVED DRIVERS	NON-ALCOHOL INVOLVED DRIVERS	% ALCOHOL INVOLVED DRIVERS
16	4	1	3	25.00
17	6	1	5	16.70
18	4	1	3	25.00
19	10	3	7	30.00
20	7	1	6	14.30
21	12	7	5	58.30
22-25	27	11	16	40.70
26-30	18	6	12	33.30
31-35	10	4	6	40.00
36-40	10	4	6	40.00
41-45	5	1	4	20.00
46-50	3	1	2	33.30
51-55	4	0	4	0.00
56-60	2	0	2	0.00
61-65	3	0	3	0.00
66-70	2	0	2	0.00
71 & OVER	4	0	4	0.00
UNKNOWN	3	0	3	0.00
TOTAL	134	41	93	30.60

1985

DRIVERS INVOLVED IN ALCOHOL RELATED FATAL ACCIDENTS BY AGE GROUP

Figure 3-3



NOTE: 3 DRIVERS AGES UNKNOWN

TABLE 3-3

DRIVERS INVOLVED IN FATAL ACCIDENTS BY TIME OF DAY
DURING 1985

TIME	TOTAL DRIVERS	ALCOHOL INVOLVED DRIVERS	NON-ALCOHOL INVOLVED DRIVERS	% ALCOHOL INVOLVED DRIVERS
1:00AM-3:59AM	29	18	11	62.1%
4:00AM-6:59AM	9	0	9	0.0%
7:00AM-9:59AM	9	1	8	11.1%
10:00AM-12:59PM	10	0	10	0.0%
1:00PM-3:59PM	13	1	12	7.7%
4:00PM-6:59PM	19	1	18	5.3%
7:00PM-9:59PM	21	9	12	42.9%
10:00PM-12:59AM	24	11	13	45.8%
TOTAL	134	41	93	30.6%

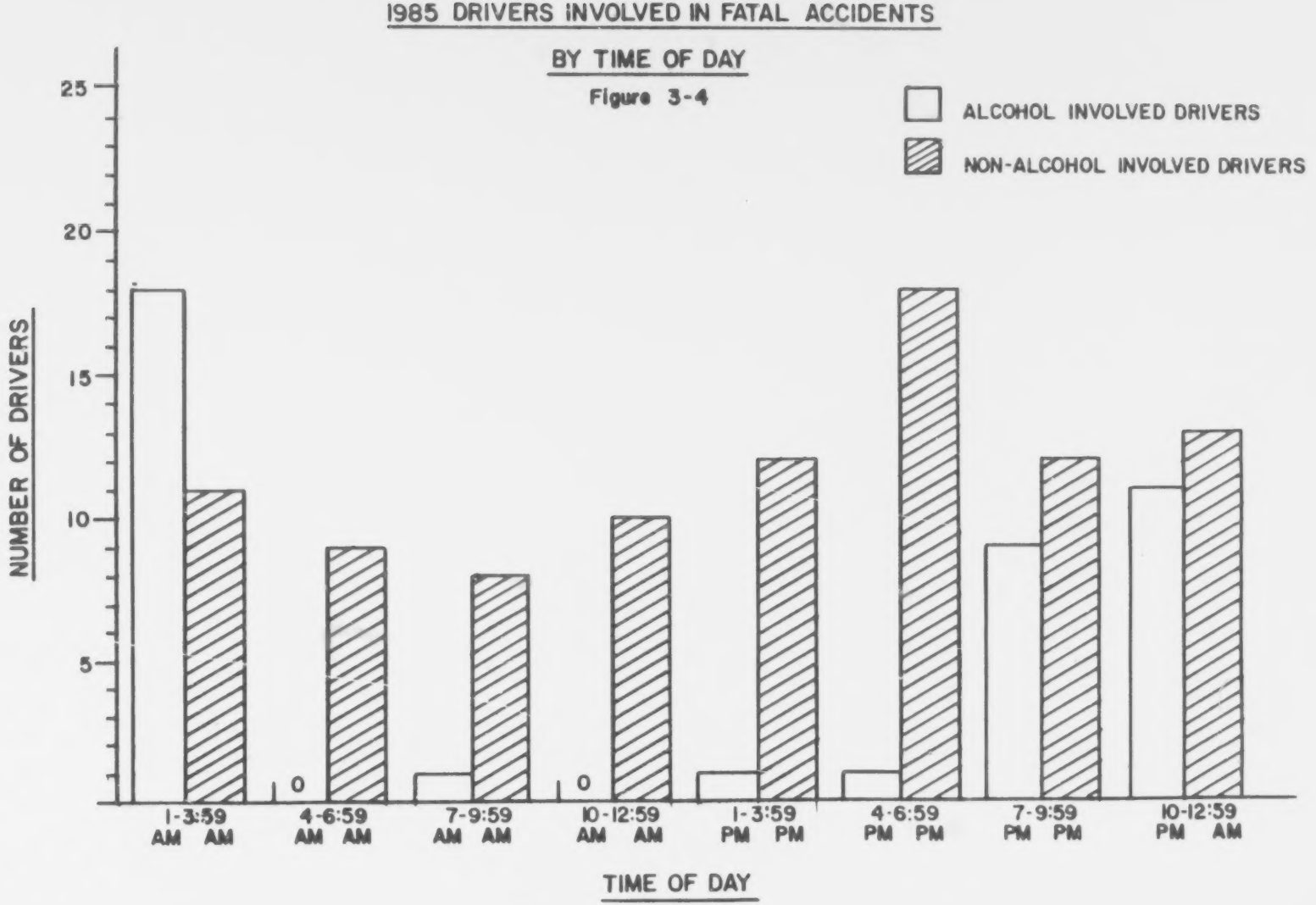

1985 DRIVERS INVOLVED IN FATAL ACCIDENTS
BY TIME OF DAY
Figure 3-4
ALCOHOL INVOLVED DRIVERS
NON-ALCOHOL INVOLVED DRIVERS
NUMBER OF DRIVERS
25
20
15
10
5
0
0
1-3:59 AM AM
4-6:59 AM AM
7-9:59 AM AM
10-12:59 AM AM
1-3:59 PM PM
4-6:59 PM PM
7-9:59 PM PM
10-12:59 PM AM
TIME OF DAY

TABLE 3-4

NUMBER OF DRIVERS INVOLVED IN ALCOHOL RELATED FATAL ACCIDENTS BY CLASS OF TRAFFICWAY FOR 1985

CLASS TRAFFICWAY	TOTAL DRIVERS	ALCOHOL INVOLVED DRIVERS	NON-ALCOHOL INVOLVED DRIVERS	% ALCOHOL INVOLVED DRIVERS
INTERSTATE	19	6	13	31.58
OTHER SPLIT ROUTES	59	19	40	32.20
LOCAL STREET	55	15	40	27.27
OTHER WAYS	1	1	0	100.00
TOTALS	134	41	93	30.59

TABLE 3-5

DRIVERS INVOLVED IN ALCOHOL RELATED FATAL ACCIDENTS
DURING 1985 BY COMMUNITY

CITY	TOTAL DRIVERS	ALCOHOL INVOLVED DRIVERS	NON-ALCOHOL INVOLVED DRIVERS	% ALCOHOL INVOLVED DRIVERS/CITY
[illegible]	0	0	0	0.0%
[illegible]	3	0	3	0.0%
[illegible]	2	0	2	0.0%
[illegible]	1	0	1	0.0%
[illegible]	1	1	0	100.0%
[illegible]	5	1	4	20.0%
[illegible]	6	2	4	33.3%
[illegible]	1	0	1	0.0%
[illegible]	3	0	3	0.0%
[illegible]	3	1	2	33.3%
[illegible]	5	2	3	40.0%
[illegible]	2	0	2	0.0%
[illegible]	6	2	4	33.3%
[illegible]	3	3	0	100.0%
[illegible]	0	0	0	0.0%
[illegible]	4	0	4	0.0%
[illegible]	6	2	4	33.3%
[illegible]	1	0	1	0.0%
[illegible]	10	3	7	30.0%
[illegible]	0	0	0	0.0%
[illegible]	0	0	0	0.0%
[illegible]	0	0	0	0.0%
[illegible]	3	2	1	66.7%
[illegible]	0	0	0	0.0%
[illegible]	2	1	1	50.0%
[illegible]	7	1	6	14.3%
[illegible]	7	1	6	14.3%
[illegible]	21	6	15	28.6%
[illegible]	1	0	1	0.0%
[illegible]	2	1	1	50.0%
[illegible]	3	1	2	33.3%
[illegible]	2	2	0	100.0%
[illegible]	2	1	1	50.0%
[illegible]	4	1	3	25.0%
[illegible]	12	2	10	16.7%
[illegible]	1	1	0	100.0%
[illegible]	0	0	0	0.0%
[illegible]	2	2	0	100.0%
[illegible]	3	2	1	66.7%
TOTALS	134	41	93	30.6%

This section has focused on alcohol involvement in fatal accidents because the incidence of alcohol is greater in the more serious accidents involving a fatality and/or a serious injury than it is in accidents involving property damage only. Another reason for concentrating on alcohol involved fatal accidents is that a blood alcohol content (BAC) test is less likely to be given to a driver involved in a minor accident; therefore, alcohol information pertaining to minor accidents is not readily available for analysis.

PART FOUR: FATAL ACCIDENTS

The total number of motor vehicle accidents in 1985 was slightly higher than in 1984. As shown in Figure 4-1, total motor vehicle accidents had been gradually declining since 1975 and had reached a low point in 1984 of 19,602. In 1985 this total rose approximately 7 percent to 20,930 accidents.

Table 4-1 presents historical accident data by accident type for 1975 through 1985 and incorporates a ten year average for comparison with the 1985 data. It can be seen that the 1985 values are below the ten year averages in all categories, indicating that the downward trend in total accidents is carried through all of the sub-divisions also. Some of the accident types of Table 4-1 are presented in bar graph form to make it easier to visualize how the total number of each accident type has been varying over the past eleven years. These bar graphs will be discussed in the following text.

Figure 4-2 shows the total number of people injured in motor vehicle accidents each year from 1975 to 1985. This graph shows that the number of injuries seems to have leveled off after the decline which began in 1982. Future years' data will give a better indication of this apparent leveling off.

Total pedestrian accidents have been declining since 1982, as shown in Figure 4-3. Pedestrian accidents fell 30 percent from 517 in 1981 to 360 in 1984. There was no change in the number of pedestrian accidents from 1984 to 1985.

Fixed object accidents are a major concern of highway safety analysis since they are the cause of many traffic fatalities each year. Figure 4-4 shows the total number of fixed object accidents during the years 1975 thru 1985. This figure shows that fixed object accidents have been on the decline since 1981, reaching a low point in 1983. In 1984, the number of fixed

TOTAL MOTOR VEHICLE ACCIDENTS
1975 - 1985

Figure 4-1

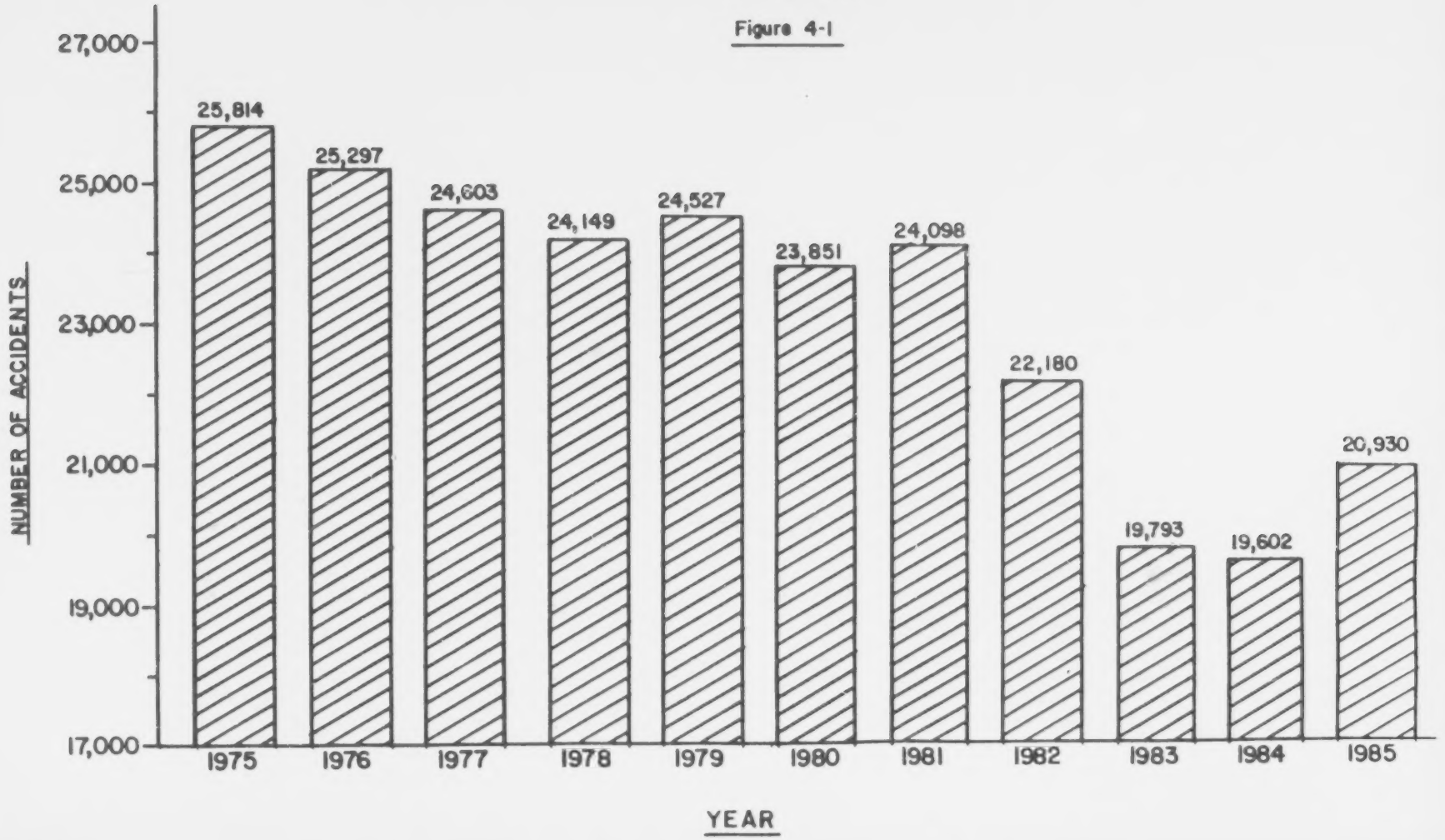


TABLE 4-1

ACCIDENT DATA 1975-1985

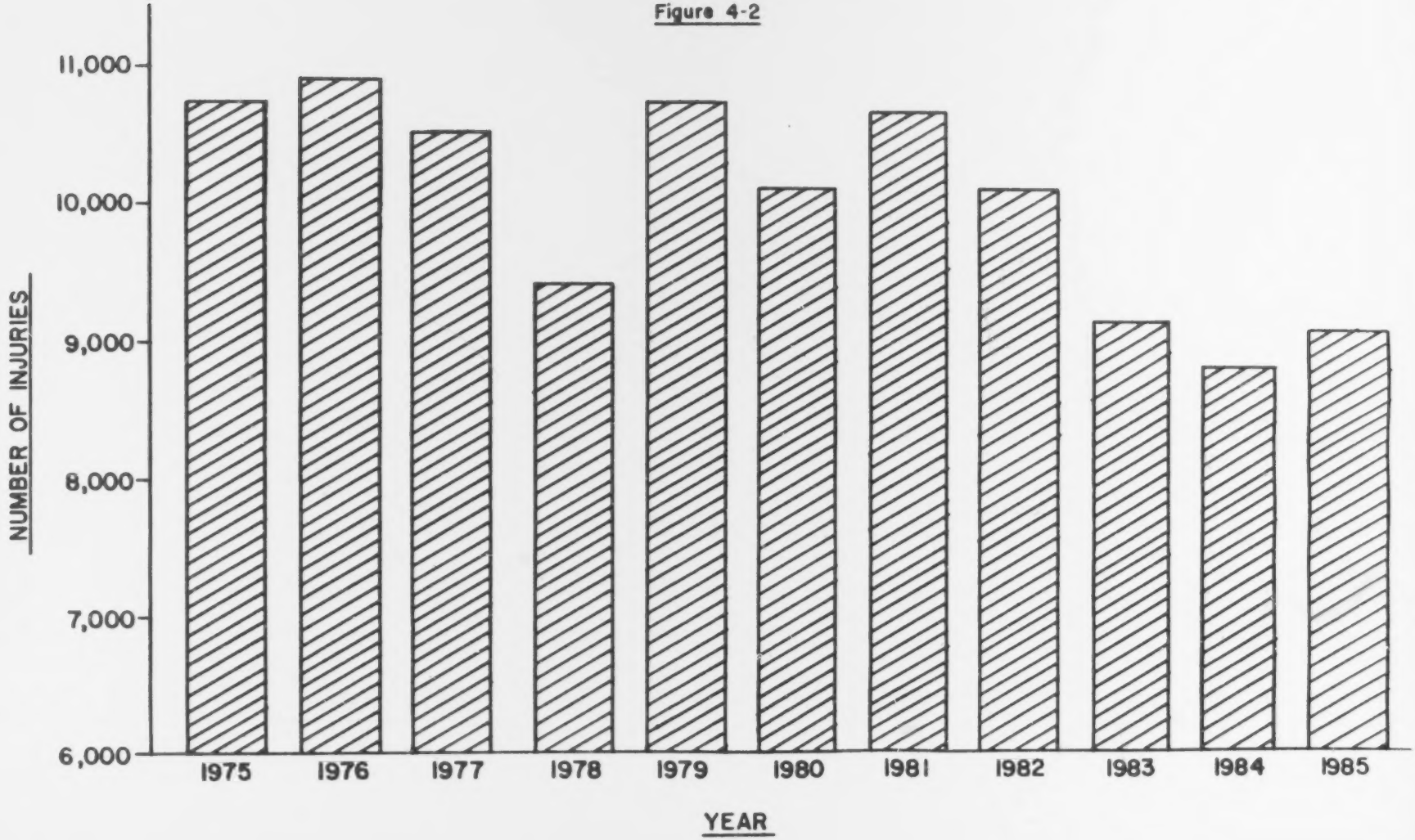
ACCIDENT TYPE	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	AVG *	1985
FATAL ACCIDENTS	102	114	114	100	107	117	109	103	98	79	105	99
FATALITIES	112	121	135	103	125	128	114	112	104	83	114	109
INJURY ACCIDENTS	8180	8152	7874	7000	7839	7552	7733	7014	6650	6408	7443	6634
INJURIES	10665	10825	10440	9332	10674	10085	10614	10044	9100	8797	10063	9131
PEDESTRIAN	632	586	434	483	478	457	517	435	383	360	477	360
PEDALCYCLE	293	246	174	194	222	200	194	172	165	171	203	136
RAN OFF ROAD	625	640	416	375	557	615	433	450	364	348	485	353
MOVING VEHICLE	17355	17974	16492	15137	17764	17265	17843	16466	14706	14628	17144	16152
STOPPED VEHICLE	148	132	104	171	127	118	110	128	102	85	129	99
PARKED VEHICLE	2757	2506	2776	2673	2145	1961	2004	1963	1885	1697	2244	1676
FIXED OBJECT	2774	2143	1453	1435	1344	1799	1892	1572	1347	1558	1810	1437
OVERTURNED	215	189	134	156	152	195	162	151	137	115	164	120
BROADSIDE	4542	4572	4706	4796	4680	4537	4634	4295	3973	3856	4405	4246
REAR END	6837	6563	6537	6255	6037	5577	5727	5355	5087	5051	5913	5617
ANGLE	4874	4632	4613	4425	4704	4475	4579	4417	3876	3820	4511	4078
HEAD ON	2207	2216	2046	1765	1965	2033	1973	1903	1540	1540	1931	1471

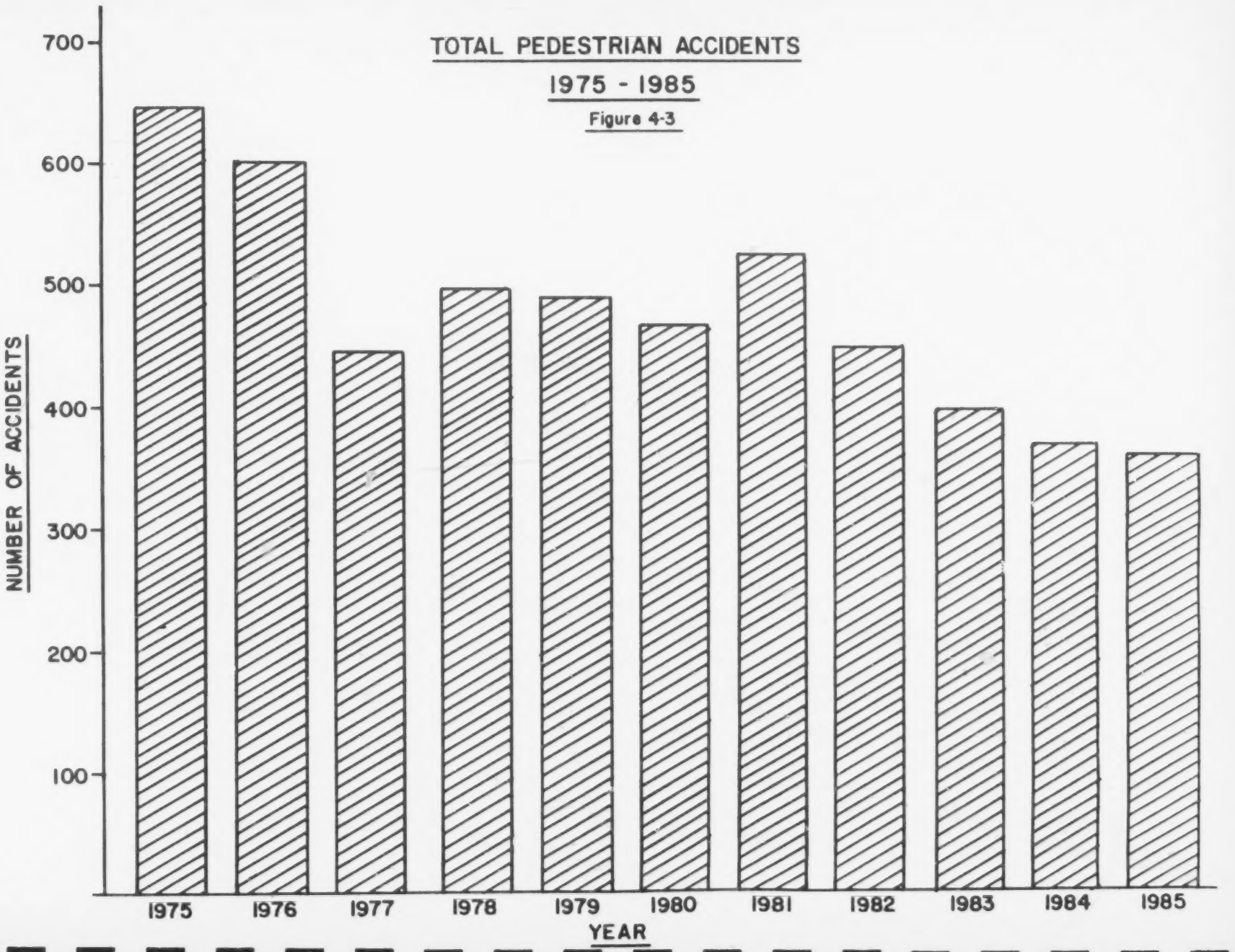
* 10 YEAR AVERAGE (1975 THRU 1984)

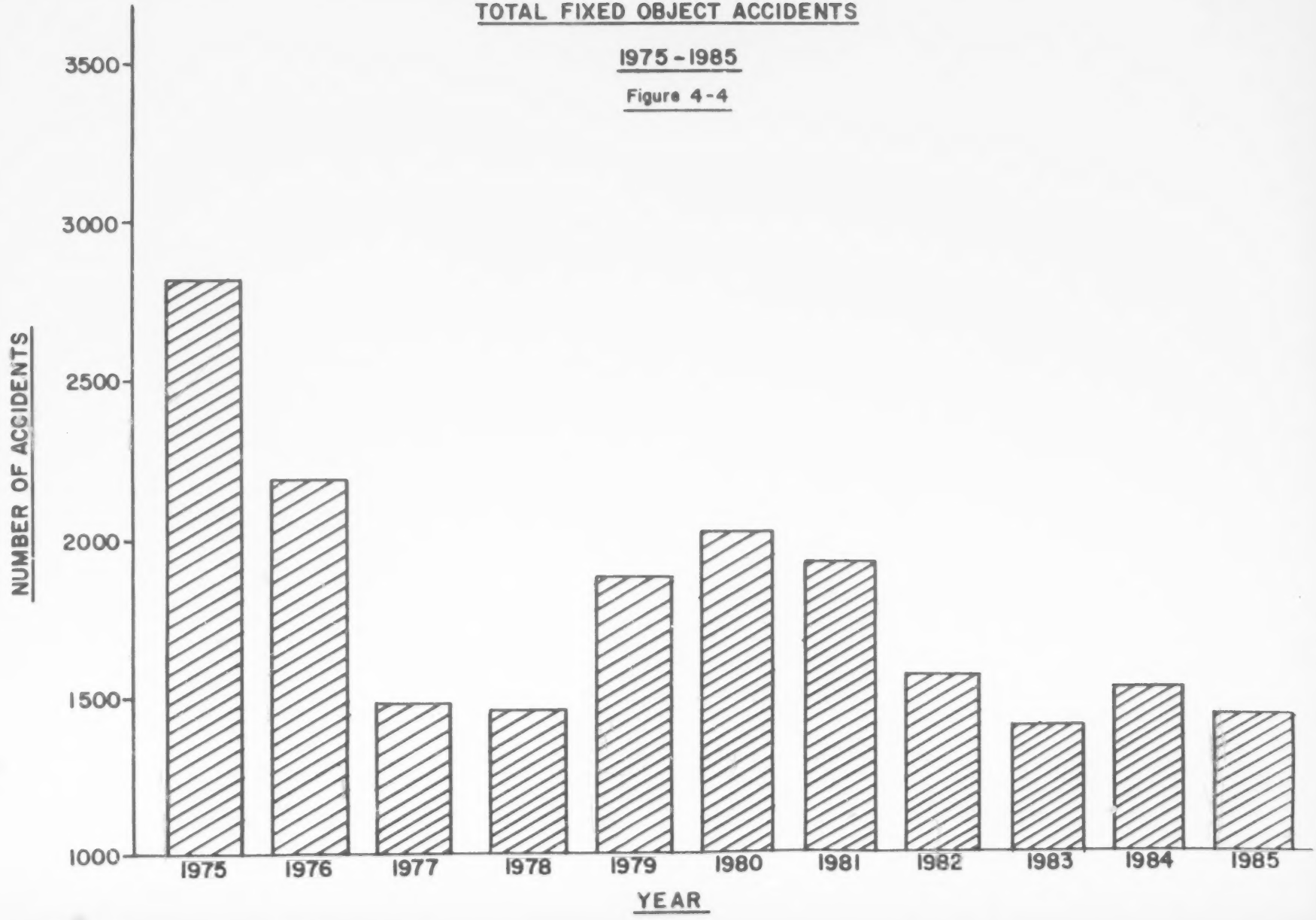
TOTAL MOTOR VEHICLE INJURIES

1975 - 1985

Figure 4-2




TOTAL PEDESTRIAN ACCIDENTS
1975 - 1985
Figure 4-3
NUMBER OF ACCIDENTS
700
600
500
400
300
200
100
1975
1976
1977
1978
1979
1980
1981
1982
1983
1984
1985
YEAR

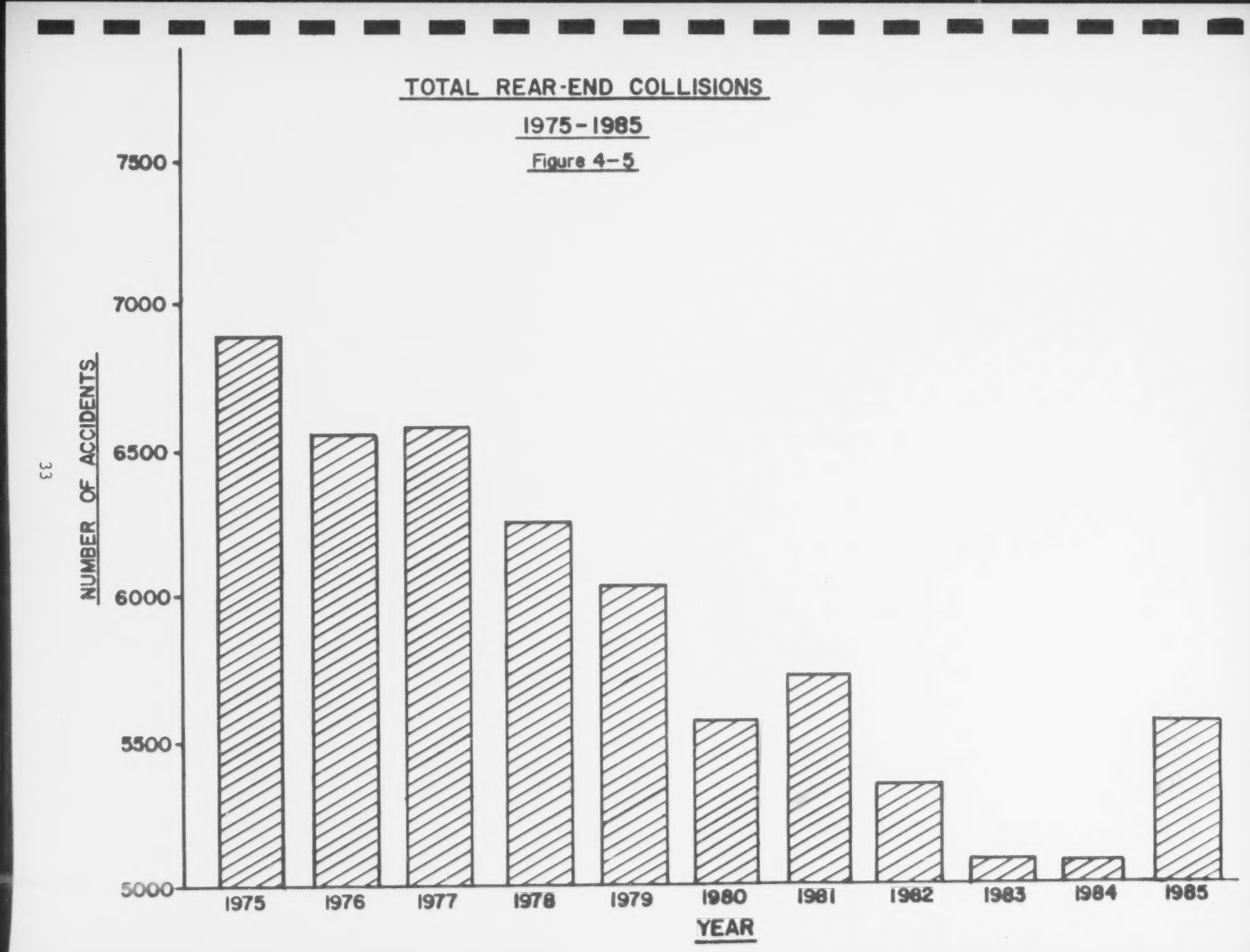

TOTAL FIXED OBJECT ACCIDENTS
1975 - 1985
Figure 4-4
NUMBER OF ACCIDENTS
3500
3000
2500
2000
1500
1000
1975
1976
1977
1978
1979
1980
1981
1982
1983
1984
1985
YEAR

object accidents rose 12 percent above the 1983 value. In 1985 there were 1437 fixed object accidents, which is an 8 percent decrease from 1984. The number of fixed object accidents for 1985 is significantly lower (21%) than the ten year average.

The number of rear-end collisions had been declining since 1978 and reached a low point in 1984 of 5051, as shown in Figure 4-5. From this figure we also see a sharp increase in the number of rear-end collisions in 1985. The 1985 total of 5619 is an 11 percent increase from the 1984 total. There are no data available specific enough to explain this increase. The number of rear-end collisions should continue to decline in 1986 due to the addition of a high rear tail light on all new automobiles.

Environmental conditions during all accidents in 1985 are presented in the pie charts of Figure 4-6. This figure shows much of the same information that Figure 2-2 did for fatal accidents, and it should be interpreted the same way. The pie charts are meant to be interpreted individually because the information contained in each one cannot be linked to any other. It is seen that the majority of accidents (69%) occurred on dry roads, as was the case with the fatal accidents.

When weather is considered, it is seen that the majority of both total and fatal accidents occurred during clear weather. The category where total and fatal percentages differ is light conditions. Unlike the fatal accidents, a high percentage (67%) of total accidents happened during the daylight hours. This is understandable since there are more people traveling during the day than there are at night, resulting in more daylight accidents. It also stands to reason that as the total number of accidents increases, so will the number of less serious and property-damage-only accidents.


TOTAL REAR-END COLLISIONS
1975-1985
Figure 4-5
NUMBER OF ACCIDENTS
7500
7000
6500
6000
5500
5000
1975
1976
1977
1978
1979
1980
1981
1982
1983
1984
1985
YEAR

ENVIRONMENTAL CONDITIONS DURING 1985 TOTAL ACCIDENTS

Figure 4-6

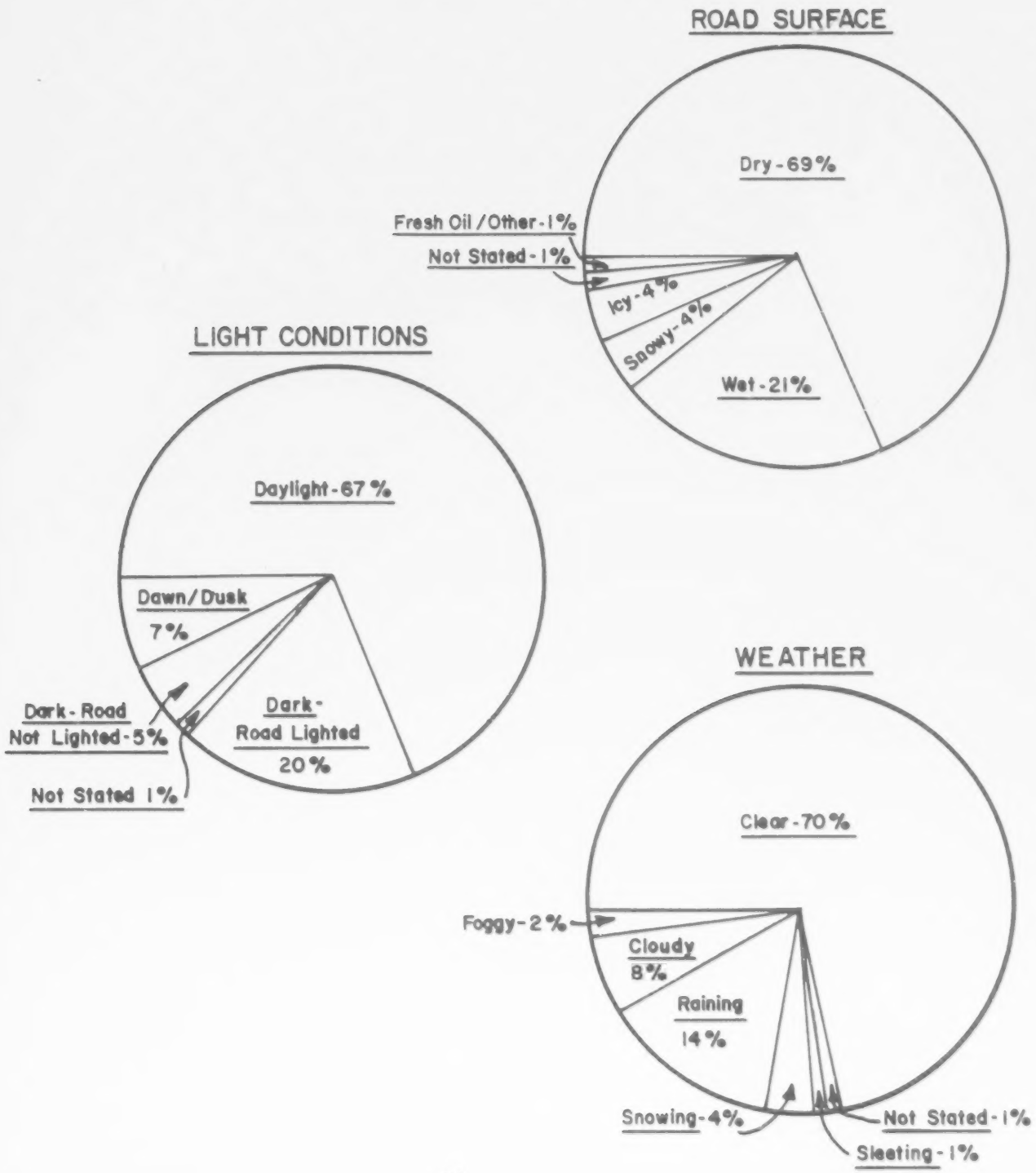


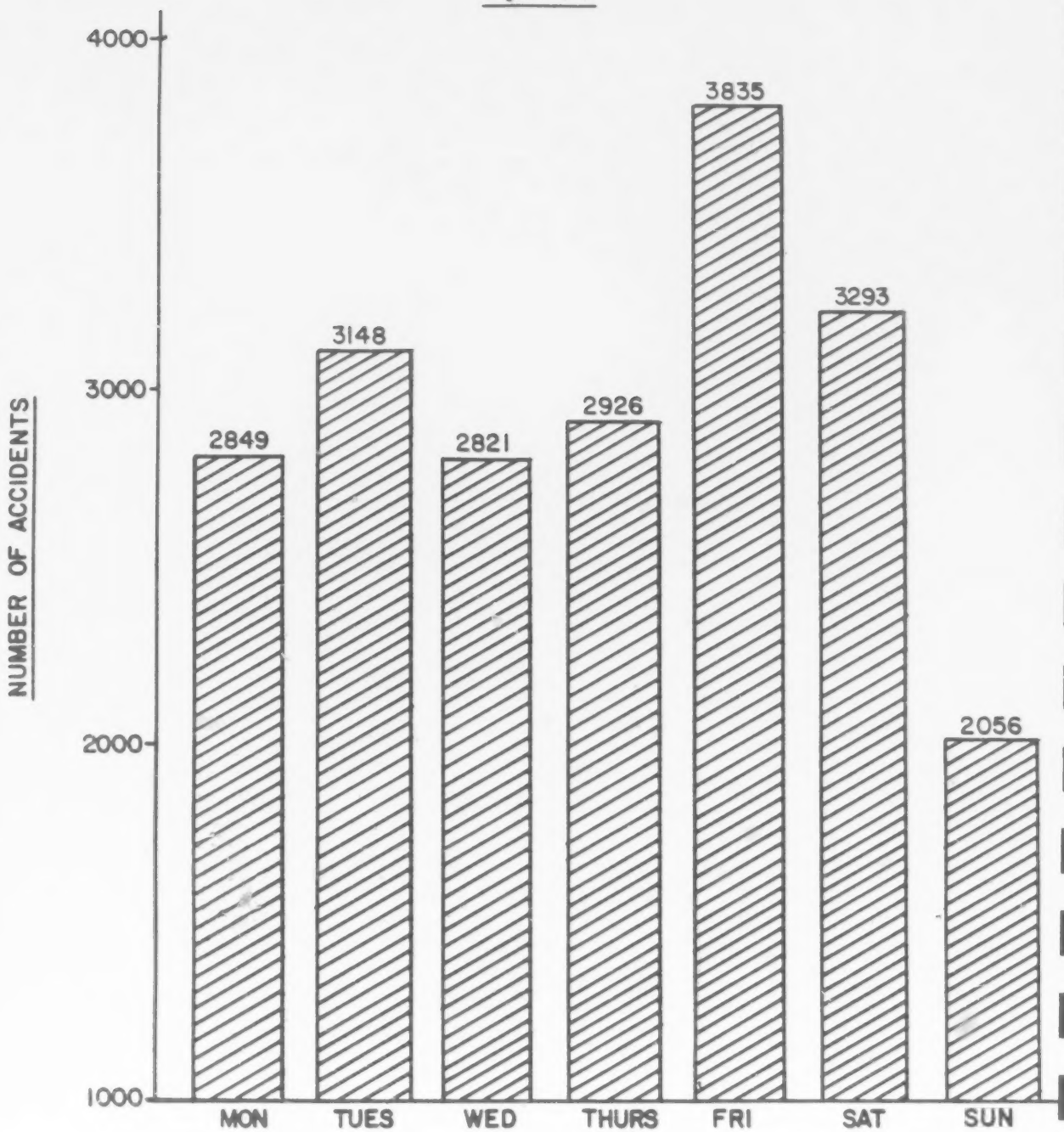
Figure 4-7 shows the total number of accidents by the day of the week on which they occurred. Figure 2-3 indicates that most fatal accidents happened on Saturday, yet, Figure 4-7 shows that more total accidents occur on Friday. Perhaps there are more total accidents on Friday because people tend to hurry home from work on Friday to get a head start on the weekend. Another interesting point to note about this figure is that it shows Sunday having the lowest number of accidents, where Figure 2-3 shows that Sunday had the second highest number of fatal accidents.

Figure 4-8 is a bar graph of the total number of accidents by hour of day. It gives a good indication of how the total number of accidents were distributed throughout the hours of a day. The greatest number of accidents occurred between the hours of 3:00 pm and 6:00 pm in 1985. This coincides with the time of day when peak traffic volumes are encountered on most roads. Naturally, when there are more vehicles on a roadway there are more vehicular conflicts, resulting in more accidents. Figure 4-8 also shows an early morning peak between 1:00 am and 2:00 am which is the time most drinking establishments close their doors. Looking back at Figure 2-4 and Figure 3-4, it is seen that the greatest number of fatal accidents and alcohol involved drivers also happen during this time period.

Table 4-2 provides data that is frequently requested. It gives information on fatal, personal injury, and property damage accidents by vehicle type, for 1975 thru 1985. This is purely a statistical table providing only numbers for the various vehicle types, since that is what is generally requested. This table is useful because it enables the reader to compare how the number of accidents each vehicle type is involved in varies on a yearly basis.

1985 TOTAL ACCIDENTS BY DAY OF WEEK

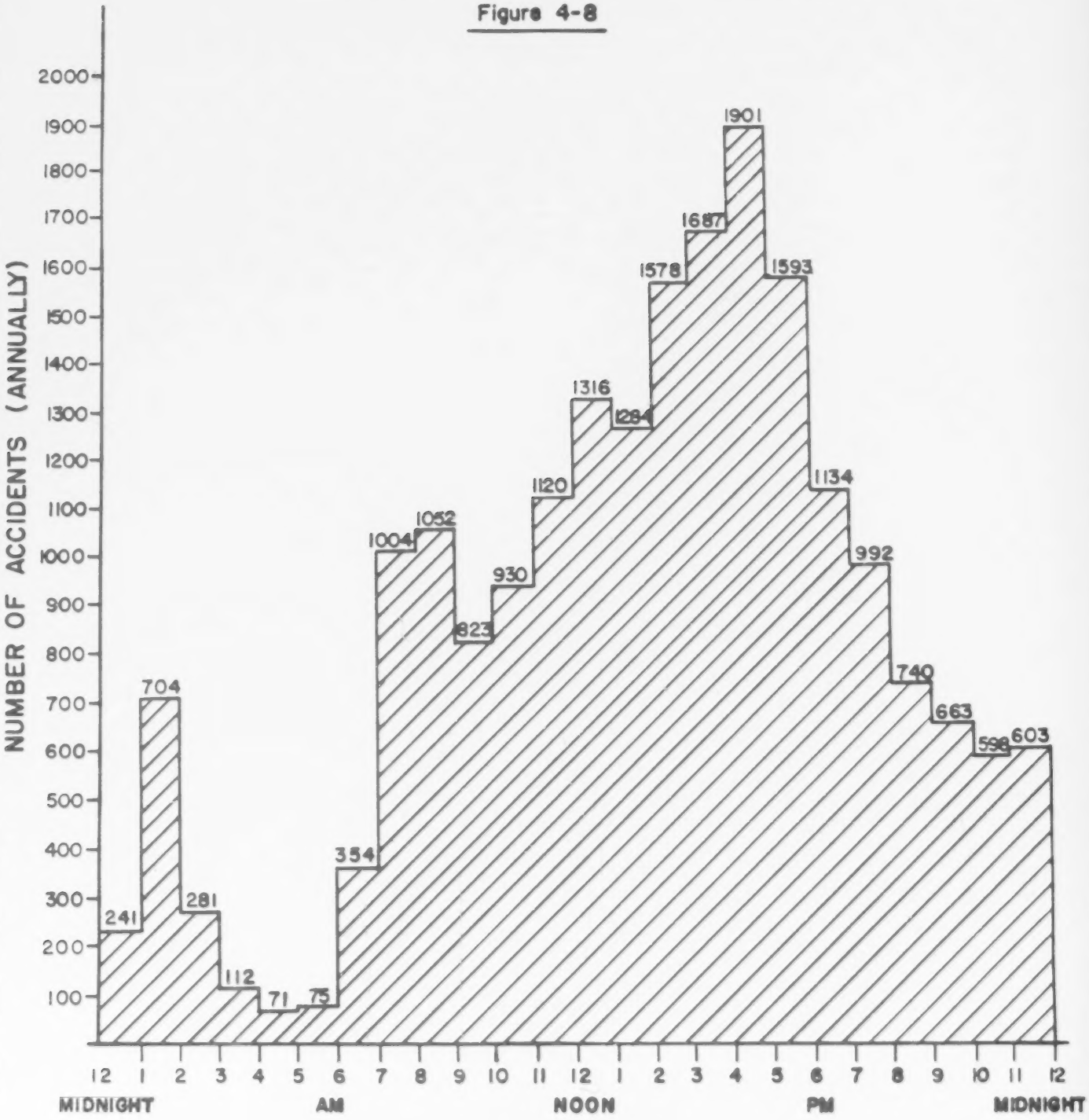
Figure 4-7



Day of Week Not Stated = 2

1985 TOTAL ACCIDENTS BY HOUR OF DAY

Figure 4-8



* THERE WERE 74 ACCIDENTS FOR WHICH THE HOUR OF DAY WAS NOT STATED.

TABLE 4-2
NUMBER OF VEHICLES INVOLVED IN ACCIDENTS
-v
ACCIDENT AND VEHICLE TYPE 1975-1985

FATAL ACCIDENTS

VEHICLE TYPE	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985
PASSENGER	109	112	135	87	114	117	95	97	94	75	84
COMMERCIAL	15	19	9	16	16	26	23	15	17	16	20
JITNEY/BUS	0	0	0	0	0	0	0	0	0	0	2
SCHOOL BUS	0	0	0	0	1	1	0	0	1	0	1
MOTORCYCLE	10	19	16	16	13	17	19	19	20	9	16
POLICE	0	0	0	0	1	1	1	1	0	1	0
AMBULANCE	0	0	0	0	0	0	0	0	0	0	0
FIRE APPARATUS	0	0	0	0	1	1	0	1	0	0	0
US/STATE/LOCAL	N/A	N/A	N/A	N/A	N/A	N/A	3	1	0	1	1
OTHER *	5	11	17	14	10	4	28	16	10	2	12
TOTALS	139	161	177	133	156	167	169	150	142	107	136

* OTHER INCLUDES: TAXI, CAMPER, DEALER, TEMPORARY, MOPED, OTHER, AND NOT STATED CATEGORIES ON RISAP TABLE LOCATED IN THE APPENDIX OF THIS REPORT.

TABLE 4-2 (CONT'D)
NUMBER OF VEHICLES INVOLVED IN ACCIDENTS
BY
ACCIDENT AND VEHICLE TYPE 1975-1985

PERSONAL INJURY ACCIDENTS

VEHICLE TYPE	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985
PASSENGER	12846	12674	12409	11087	11379	11382	12449	11352	10482	9620	10214
COMMERCIAL	952	990	1203	1099	1166	1157	1266	1224	1058	1106	1207
JITNEY/BUS	36	8	16	30	17	25	51	33	34	33	25
SCHOOL BUS	7	1	0	0	21	16	0	11	13	18	28
MOTORCYCLE	286	315	273	222	235	300	276	220	220	230	223
POLICE	52	42	51	37	41	51	47	45	40	43	44
AMBULANCE	1	1	0	1	0	0	0	1	3	0	1
FIRE APPARATUS	7	10	7	6	13	12	3	12	9	8	9
US/STATE/LOCAL	N/A	N/A	N/A	N/A	N/A	N/A	23	31	27	22	32
OTHER *	915	1285	1163	1035	1893	1237	1302	865	879	1221	1103
TOTALS	15102	15326	15124	13517	14771	14180	15417	13794	12795	12303	12891

* OTHER INCLUDES: TAXI, CAMPER, DEALER, TEMPORARY, MOPED, OTHER, AND NOT STATED CATEGORIES ON R139P TABLE LOCATED IN THE APPENDIX OF THIS REPORT.

TABLE 4-2 (CONT'D)
NUMBER OF VEHICLES INVOLVED IN ACCIDENTS
BY
ACCIDENT AND VEHICLE TYPE 1975-1985

PROPERTY DAMAGE ACCIDENTS

VEHICLE TYPE	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985
PASSENGER	27332	25450	26272	26881	22266	23045	24894	22976	19635	18312	20687
COMMERCIAL	2394	2445	2734	3133	2643	2907	3314	2935	2772	2566	3113
JITNEY/BUS	71	24	41	45	37	57	35	65	50	43	41
SCHOOL BUS	22	1	3	0	46	45	6	30	23	45	66
MOTORCYCLE	174	156	167	165	137	160	132	120	134	123	156
POLICE	53	57	58	70	52	50	42	52	42	51	35
AMBULANCE	1	3	0	1	1	1	0	5	4	3	3
FIRE APPARATUS	23	26	14	26	30	22	26	22	21	12	21
US/STATE/LOCAL	N/A	N/A	N/A	N/A	N/A	N/A	71	67	69	64	100
OTHER *	2562	3329	3090	2920	4696	3192	2779	2190	2120	2979	2300
TOTALS	32632	31491	32379	33244	30108	29499	31349	28512	24875	24703	27024

* OTHER INCLUDES: TAXI, CAMPER, DEALER, TEMPORARY, MOPED, OTHER, AND NOT STATED CATEGORIES ON RI39P TABLE LOCATED IN THE APPENDIX OF THIS REPORT.

As expected, passenger vehicles (automobiles) were involved in more accidents than any other vehicle type for all years included in Table 4-2. This is due to the fact that there are many more passenger cars than there are any other vehicle type. Commercial vehicles rank second in the personal injury and property damage categories. However, in the fatal accident category commercial vehicles and motorcycles are almost equally involved.

Another vehicle type of interest to many people is the school bus. The number of school bus accidents seems to fluctuate a great deal each year, never staying within a consistent range like most of the other vehicle types. An explanation for this behavior is not possible due to a lack of the specific data necessary to perform a detailed analysis.

APPENDIX

1985 ACCIDENT SUMMARY TABLES

RI39A ACCIDENT TYPE BY COLLISION INVOLVEMENT FOR MONTH ALL AND YEAR 85

COLLISION INVOLVEMENT	NUMBER OF ACCIDENTS FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	NUMBER OF PERSONS FATALITIES	PERSONAL INJURIES
PEDESTRIAN	27	228	105	360	27	244
PEDALCYCLE	0	5	131	136	0	5
NO COLLISION - RAN OFF ROAD	8	118	227	353	8	154
MOVING VEHICLE	30	5255	10867	16152	36	7409
VEH STOPPED IN ROAD	0	40	59	99	0	60
PARKED MOTOR VEHICLE	0	218	1458	1676	0	293
FIXED OBJECT	34	552	851	1437	38	705
OBJECT IN ROAD	0	5	23	28	0	6
NO COLLISION-OVERTURNED	0	57	63	120	0	71
OTHER	0	105	169	274	0	126
NOT STATED	0	51	244	295	0	58
TOTALS	99	6634	14197	20930	109	9131

R1396 ACCIDENT TYPE BY PEDESTRIAN ACTION FOR MONTH ALL AND YEAR 85

PEDESTRIAN ACTION	NUMBER OF ACCIDENTS FATAL	PERSONAL INJURY	TOTAL	NUMBER OF PERSONS FATALITIES	PERSONAL INJURIES	TOTAL
ENTERING OR CROSSING ROAD	20	137	157	20	146	166
MOVING WITH TRAFFIC	2	8	10	2	8	10
MOVING AGAINST TRAFFIC	0	6	6	0	7	7
STANDING IN ROAD	1	9	10	1	12	13
GETTING ON/OFF VEHICLE	1	7	8	1	7	8
PUSHING OR WORKING ON VEH	1	1	2	1	2	3
PLAYING IN ROADWAY	0	16	16	0	16	16
WORKING IN ROADWAY	1	3	4	1	3	4
HITCH-HIKING	0	0	0	0	0	0
OTHER	1	30	31	1	32	33
NOT STATED	0	11	11	0	11	11
TOTALS	27	228	255	27	244	271

RI3AC SEX OF PEDESTRIANS AND PEDALCYCLISTS BY AGE FOR MONTH ALL AND YEAR 85

	PEDESTRIANS							PEDALCYCLISTS						
	FATALITIES		INJURIES		TOTAL		TOTAL	FATALITIES		INJURIES		TOTAL		TOTAL
AGE GROUP	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	PERSONS	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	PERSONS
0-4	0	0	34	22	34	22	56	0	0	0	0	0	0	0
5-9	3	4	20	14	23	18	41	0	0	1	0	1	0	1
10-14	0	2	21	19	21	21	42	1	0	6	2	7	2	9
15-19	2	0	19	13	21	13	34	0	0	7	0	7	0	7
20-24	1	0	12	12	13	12	25	0	0	2	0	2	0	2
25-29	1	0	11	3	12	3	15	0	0	2	1	2	1	3
30-34	1	0	2	3	3	3	6	0	0	2	0	2	0	2
35-39	0	0	2	4	2	4	6	0	0	2	1	2	1	3
40-44	1	1	4	7	5	8	13	0	0	0	0	0	0	0
45-49	2	1	5	1	7	2	9	0	0	0	0	0	0	0
50-54	1	1	3	0	4	1	5	0	0	0	0	0	0	0
55-59	0	0	4	3	4	3	7	0	0	1	0	1	0	1
60-64	1	0	4	4	5	4	9	0	0	0	0	0	0	0
65-69	3	0	7	7	10	7	17	0	0	0	0	0	0	0
70-74	1	0	8	11	9	11	20	0	0	0	0	0	0	0
75+	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOT STATED	2	3	13	7	15	10	25	0	0	0	0	0	0	0
TOTALS	19	12	169	130	188	142	330	1	0	23	4	24	4	28

RI590

ACCIDENT TYPE BY DAY OF WEEK

FOR MONTH ALL AND YEAR 85

DAY	NUMBER OF ACCIDENTS				NUMBER OF PERSONS	
	FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	FATALITIES	PERSONAL INJURIES
SUNDAY	19	679	1358	2056	23	1016
MONDAY	11	805	1973	2849	11	1175
TUESDAY	13	966	2169	3143	15	1261
WEDNESDAY	12	905	1903	2821	14	1257
THURSDAY	12	911	2003	2926	13	1220
FRIDAY	11	1224	2600	3835	12	1640
SATURDAY	21	1033	2189	3243	21	1542
NOT STATED	0	0	2	2	0	0
TOTALS	99	6034	14197	20930	109	9131

RIVE

ACCIDENT TYPE BY TIME OF DAY

FOR MONTH ALL AND YEAR 85

TIME OF DAY	NUMBER OF ACCIDENTS				NUMBER OF PERSONS	
	FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	FATALITIES	PERSONAL INJURIES
12-1 AM	5	91	145	241	7	125
1-2 AM	14	269	421	704	17	392
2-3 AM	6	109	166	281	7	144
3-4 AM	2	42	68	112	2	57
4-5 AM	2	22	47	71	2	26
5-6 AM	1	19	55	75	1	20
6-7 AM	4	98	252	354	4	135
7-8 AM	3	312	689	1004	3	412
8-9 AM	4	333	715	1052	5	434
9-10 AM	3	253	567	823	3	323
10-11 AM	5	268	657	930	6	379
11-12 AM	4	329	787	1120	4	449
12-1 PM	1	394	921	1316	1	538
1-2 PM	2	398	884	1284	3	549
2-3 PM	2	496	1080	1578	2	700
3-4 PM	6	507	1174	1687	6	709
4-5 PM	7	550	1344	1901	8	727
5-6 PM	3	514	1076	1593	3	673
6-7 PM	0	377	757	1134	0	517
7-8 PM	6	321	665	992	6	455
8-9 PM	6	250	484	740	6	385
9-10 PM	5	246	412	663	5	353
10-11 PM	4	225	369	598	4	324
11-12 PM	3	199	401	603	3	286
NOT STATED	1	12	61	74	1	14
TOTALS	99	6634	14197	20930	109	9131

RI39F ACCIDENT TYPE BY COLLISION TYPE FOR MONTH ALL AND YEAR >

COLLISION TYPE	NUMBER OF ACCIDENTS PERSONAL FATAL	NUMBER OF ACCIDENTS PERSONAL INJURY	NUMBER OF ACCIDENTS PROPERTY DAMAGE	NUMBER OF ACCIDENTS TOTAL	NUMBER OF PERSONS PERSONAL FATALITIES	NUMBER OF PERSONS PERSONAL INJURIES
SIDESWIPE-OPPOSITE DIRECTION	4	221	801	1026	4	313
SIDESWIPE-SAME DIRECTION	5	312	1704	2021	6	393
HEAD-ON	41	713	717	1471	47	1032
BROADSIDE	10	1502	2734	4246	12	2170
ANGLE	15	1061	3022	4098	16	1450
REAR-END	3	2200	3416	5619	3	3002
OTHER	10	343	1000	1353	10	448
HIT AND RUN	2	15	78	95	2	19
NOT STATED	9	267	725	1001	9	304
TOTALS	99	6634	14197	20930	109	9131

RI59G ACCIDENT TYPE BY ROAD SURFACE FOR MONTH ALL AND YEAR 85

ROAD SURFACE	NUMBER OF ACCIDENTS FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	NUMBER OF PERSONS FATALITIES	PERSONAL INJURIES
DRY	77	4615	9736	14428	87	6385
WET	16	1508	2795	4319	16	2087
SNOWY	2	185	585	772	2	240
ICY	2	232	652	886	2	302
FRESH OIL	1	4	9	14	1	4
OTHER	1	53	131	185	1	72
NOT STATED	0	37	289	326	0	41
TOTALS	99	6634	14197	20930	109	9131

RI39H ACCIDENT TYPE BY ROAD CONDITION FOR MONTH ALL AND YEAR 77

ROAD CONDITION	NUMBER OF ACCIDENTS FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	NUMBER OF PERSONS FATALITIES	PERSONAL INJURIES
NO DEFECTS	93	5817	12241	18151	102	8046
HOLES, RUTS, BUMPS	1	288	563	852	1	390
FOREIGN MATTER	2	52	155	209	2	66
DEFECTIVE SHOULDER	0	17	44	61	0	22
UNDER CONSTRUCTION	2	126	259	387	2	157
OTHER	1	207	397	607	2	297
NOT STATED	0	125	538	663	0	153
TOTALS	99	6634	14197	20930	109	9131

RI3YI ACCIDENT TYPE BY TRAFFIC CONTROLS PRESENT FOR MONTH ALL AND YEAR 85

TRAFFIC CONTROLS	NUMBER OF ACCIDENTS				NUMBER OF PERSONS	
	FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	FATALITIES	PERSONAL INJURIES
STOP SIGN	4	866	1943	2813	4	1177
YIELD SIGN	0	103	181	284	0	139
WARNING SIGN	2	36	61	99	2	52
SIGNAL LIGHT	3	1121	1895	3019	3	1612
FLASHING LIGHT	4	108	163	275	4	167
R.R. CROSSING GATE	0	3	4	7	0	3
R.R. AUTOMATIC SIGNAL	0	5	14	19	0	5
OFFICER OR FLAGMAN	0	38	70	108	0	44
CONTROL NOT WORKING	0	17	32	49	0	29
NO CONTROL PRESENT	85	4140	8953	13178	95	5667
NOT STATED	1	197	881	1079	1	236
TOTALS	99	6634	14197	20930	107	9131

R1594 ACCIDENT TYPE BY LIGHT CONDITIONS FOR MONTH ALL AND YEAR 7

LIGHT CONDITIONS	NUMBER OF ACCIDENTS FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	NUMBER OF PERSONS FATALITIES	PERSONAL INJURIES
DAYLIGHT	55	4275	9754	14064	38	5900
DAWN OR DUSK	8	420	972	1400	9	580
DARK-ROAD LIGHTED	42	1503	2632	4177	45	2134
DARK-ROAD NOT LIGHTED	14	405	678	1097	17	581
NOT STATED	0	31	161	192	0	36
TOTALS	99	6634	14197	20930	109	9131

RISYK ACCIDENT TYPE BY WEATHER CONDITIONS FOR MONTH ALL AND YEAR 79

WEATHER CONDITIONS	NUMBER OF ACCIDENTS				NUMBER OF PERSONS	
	FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	FATALITIES	PERSONAL INJURIES
CLEAR	78	4677	9963	14718	88	6437
FOGGY	0	121	203	324	0	165
CLOUDY	7	539	1167	1713	7	744
RAINING	11	1006	1890	2907	11	1389
SNOWING	3	199	597	799	3	277
SLEETING	0	60	108	168	0	81
NOT STATED	0	32	269	301	0	36
TOTALS	99	6634	14197	20930	109	9131

R137L PROPERTY DAMAGE BY ESTIMATED COST FOR MONTH ALL AND YEAR 85

ESTIMATED COST	PROPERTY DAMAGED VEHICLES	NON-VEHICULAR	TOTAL
LESS THAN $200	1,580	31	1,611
$200-250	927	18	945
$251-500	4,922	38	4,960
$501-750	2,337	10	2,347
$751-1000	1,565	7	1,572
$1001-1500	3,060	18	3,078
$1501-2000	2,095	7	2,102
OVER $2000	20,261	20,793	41,054
TOTALED	1,435	0	1,435
NOT STATED	1,369	8	1,877
TOTALS	40,051	20,930	60,981

RI590 ACCIDENT TYPE BY OPERATOR SEX AND AGE FOR MONTH ALL AND YEAR

NUMBER OF VEHICLES

	FATAL			PERSONAL INJURY			PROPERTY DAMAGE			
OPERATOR AGE	MALE	FEMALE	TOTAL!	MALE	FEMALE	TOTAL!	MALE	FEMALE	TOTAL!	TOTAL
15 YEARS AND UNDER	2	3	5	143	100	248	386	242	628	881
16-17	1	0	1	130	113	243	111	67	178	422
18-19	1	1	2	151	112	263	110	69	179	444
20-24	4	2	6	401	313	714	352	205	567	1287
25-34	1	2	3	631	511	1142	651	432	1083	2228
35-44	9	2	11	621	489	1110	843	603	1443	2564
45-54	15	3	18	835	616	1451	1523	983	2506	3975
55-64	51	6	57	1259	921	2180	2529	1490	4019	6256
65-74	20	5	25	801	533	1334	1561	849	2410	3819
75 YEARS AND OVER	0	0	0	46	32	78	70	47	117	195
* SEX NOT STATED	0	0	5	0	0	0	1131	0	2311	3448
AGE NOT STATED	2	0	2	2070	857	2927	7353	4225	11533	14522
* TOTALS	105	24	136	7033	4727	12921	15544	9169	27024	40051

* WHEN SEX NOT STATED, ONLY COLUMN TOTAL IS REPRESENTATIVE.

R139P **ACCIDENT** TYPE BY VEHICLE TYPE FOR MONTH ALL AND YEAR 85

VEHICLE TYPE	NUMBER OF VEHICLES FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	NUMBER OF PERSONS FATALITIES	PERSONAL INJURIES
PASSENGER	84	10214	20687	30985	75	7332
COMMERCIAL	20	1207	3113	4340	14	777
TAXI	1	21	39	61	0	16
JITNEY OR BUS	2	25	41	68	2	30
SCHOOL BUS	1	28	68	97	1	17
MOTORCYCLE	16	223	156	395	12	181
POLICE	0	49	35	84	0	31
AMBULANCE	0	1	3	4	0	1
FIRE APPARATUS	0	9	21	30	0	10
CAMPER	0	10	19	29	0	4
DEALER	0	69	89	158	0	42
US/STATE/LOCAL	1	32	100	133	1	27
TEMPORARY	0	6	14	20	0	2
MOPED	1	4	0	5	0	4
OTHER	0	50	206	256	0	18
NOT STATED	10	943	2433	3386	4	639
TOTALS	136	12891	27024	40051	109	9131

RI574 ACCIDENT TYPE BY VEHICLE FAILURE TYPE FOR MONTH ALL AND YEAR 85

FAILURE TYPE	NUMBER OF VEHICLES FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	NUMBER OF PERSONS FATALITIES	PERSONAL INJURIES
BRAKES	0	161	311	472	0	107
LIGHTS	0	9	33	42	0	6
STEERING	0	67	92	159	0	61
TIRE	0	52	87	139	0	56
NO FAILURES	97	8651	16289	25037	105	6600
OTHER	2	286	592	880	1	230
NOT STATED	37	3665	9620	13322	3	2051
TOTALS	136	12891	27024	40051	109	9131

R13YR ACCIDENT TYPE BY VISUAL OBSTRUCTION FOR MONTH ALL AND YEAR --

VISUAL OBSTRUCTION	NUMBER OF VEHICLES FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	NUMBER OF PERSONS FATALITIES	PERSONAL INJURIES
TREES, SHRUBS, CROPS	0	222	395	617	0	174
BUILDING	0	56	129	185	0	59
EMBANKMENT	0	41	77	118	0	32
SIGN OR BILLBOARD	0	20	21	41	0	17
PARKED VEHICLE	0	324	934	1258	0	218
VISION NOT BLOCKED	99	7268	13342	20709	106	5572
OTHER	0	784	1633	2417	0	622
NOT STATED	37	4176	10493	14706	3	2432
TOTALS	136	12891	27024	40051	109	9131

R139S ACCIDENT TYPE BY TRIP DESTINATION FOR MONTH ALL AND YEAR 85

TRIP DESTINATION PRIOR TO ACCIDENT	NUMBER OF VEHICLES FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	NUMBER OF PERSONS FATALITIES	INJURIES
HOME	1	4558	8363	12922	0	3598
WORK	1	1727	3738	5466	0	1134
SHOPPING	0	1060	2458	3518	0	796
SCHOOL	0	324	675	999	0	224
RECREATION	0	535	1030	1565	0	392
SOCIAL	0	1142	2104	3246	0	977
BUSINESS	0	797	1779	2576	0	546
OTHER	98	962	1942	3002	107	801
NOT STATED	36	1786	4935	6757	2	663
TOTALS	136	12891	27024	40051	109	9131

RIGHT ACCIDENT TYPE BY OBJECT COLLIDED WITH FOR MONTH ALL AND YEAR 85

OBJECT COLLIDED WITH	NUMBER OF VEHICLES FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	NUMBER OF PERSONS FATALITIES	PERSONAL INJURIES
MEDIAN BARRIER	1	29	36	66	1	34
GUARD RAIL	2	67	110	179	2	36
CURBING	1	19	44	64	1	22
ABUTMENT	1	3	4	8	2	5
SIGN POST	0	7	24	31	0	7
UTILITY OR LIGHT POLE	10	265	275	550	10	537
TREE	15	87	97	199	18	117
EMBANKMENT	0	4	4	8	0	4
DITCH	0	2	3	5	0	2
ROCK OR LEDGE	1	8	12	21	1	1
STONE WALL OR FENCE	1	24	79	104	1	31
BRIDGE RAIL	0	5	3	8	0	0
CONSTRUCTION BARRIER	0	1	4	5	0	1
OTHER	1	24	128	153	1	31
NO FIXED OBJECT INVOLVED	0	1	0	1	0	1
NOT STATED	103	12345	26201	38549	72	5441
TOTALS	136	12891	27024	40051	109	9131

RI3PU ACCIDENT TYPE BY RESTRAINT TYPE FOR MONTH ALL AND YEAR 85

NUMBER OF PERSONS

RESTRAINT	FATALITIES		PERSONAL INJURIES	
	DRIVER	PASSENGER	DRIVER	PASSENGER
BELTS USED	0	0	1645	101
BELTS NOT USED	29	2	3044	278
BELTS NOT INSTALLED	0	0	55	14
BELTS FAILED	0	0	17	0
USE UNKNOWN	9	2	79	14
NOT STATED	12	15	1067	1730
TOTALS	50	19	5907	2137

R139V ACCIDENT TYPE BY OCCUPANT BY EJECTION STATUS FOR MONTH ALL AND YEAR 85

NUMBER OF PERSONS

EJECTION STATUS	FATALITIES		PERSONAL INJURIES	
	DRIVER	PASSENGER	DRIVER	PASSENGER
NOT THROWN	23	4	3263	300
PARTIALLY THROWN	5	0	856	54
TOTALLY THROWN	10	1	168	12
UNKNOWN	0	0	57	7
NOT STATED	12	15	1665	1769
TOTALS	50	20	6009	2142

R137W MOTORCYCLE ACCIDENT TYPE BY OCCUPANT BY HELMET USE FOR MONTH ALL AND YEAR 85

NUMBER OF PERSONS

HELMET STATUS	FATALITIES		PERSONAL INJURIES	
	DRIVER	PASSENGER	DRIVER	PASSENGER
HELMET USED	0	0	36	7
HELMET NOT USED	0	0	39	2
UNKNOWN	0	0	0	0
NOT STATED	10	0	32	7
TOTALS	10	0	107	16

R139X

ACCIDENT TYPE BY MONTH OF ACCIDENT

FOR MONTH ALL AND YEAR 85

MONTH OF ACCIDENT	NUMBER OF ACCIDENTS				NUMBER OF PERSONS				
	FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	FATALITIES	PERSONAL INJURIES SEVERITY 2	SEVERITY 3	SEVERITY 4	TOTAL
JANUARY	8	495	1202	1705	9	116	224	317	650
FEBRUARY	5	413	1078	1496	5	78	186	284	553
MARCH	9	403	892	1304	11	92	217	238	558
APRIL	8	335	786	1129	11	94	185	261	551
MAY	6	517	1020	1545	9	132	250	324	715
JUNE	11	637	1221	1869	12	163	303	421	899
JULY	7	599	1293	1899	7	114	322	396	839
AUGUST	6	528	1266	1920	6	162	337	378	883
SEPTEMBER	7	566	1192	1785	8	149	267	390	814
OCTOBER	5	697	1398	2100	5	162	327	479	973
NOVEMBER	11	692	1494	2197	12	183	335	451	981
DECEMBER	14	561	1364	1939	14	146	273	321	854
NOT STATED	0	1	1	2	0	1	0	0	1
TOTALS	99	6854	14177	20930	109	1569	3226	4336	9240

RISKY ACCIDENT TYPE BY NUMBER OF VEHICLES INVOLVED FOR MONTH ALL AND YEAR --

NUMBER OF VEHICLES INVOLVED	NUMBER OF ACCIDENTS				NUMBER OF PERSONS	
	FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	FATALITIES	PERSONAL INJURIES
ONE	70	1095	1692	2360	73	1333
TWO	20	4928	11785	16733	24	6804
THREE	7	515	484	1006	10	830
FOUR	0	73	60	133	0	124
FIVE	1	20	10	31	1	34
SIX	0	0	1	1	0	0
SEVEN OR MORE	0	0	2	2	0	0
NOT STATED	1	0	163	164	1	1
TOTALS	99	6634	14197	20930	109	9131

RI39Z ACCIDENT TYPE BY COMMUNITY FOR MONTH ALL AND YEAR 85

COMMUNITY	NUMBER OF ACCIDENTS FATAL	PERSONAL INJURY	PROPERTY DAMAGE	TOTAL	NUMBER OF PERSONS FATALITIES	PERSONAL INJURIES
01 BARRINGTON	0	67	145	212	0	91
02 BRISTOL	3	70	183	256	3	94
03 BURRILLVILLE	1	60	127	188	1	86
04 CENTRAL FALLS	0	56	210	266	0	83
05 CHARLESTOWN	1	23	51	75	1	29
06 COVENTRY	4	172	353	529	4	241
07 CRANSTON	5	498	970	1473	5	688
08 CUMBERLAND	1	146	376	523	1	188
09 EAST GREENWICH	2	104	221	327	2	157
10 EAST PROVIDENCE	3	312	687	1002	3	419
11 EXETER	3	25	36	64	3	38
12 FOSTER	3	23	52	78	3	29
13 GLOCESTER	5	44	80	129	6	62
14 HOPKINTON	3	38	68	109	3	45
15 JAMESTOWN	0	21	52	73	0	30
16 JOHNSTON	3	221	356	580	3	301
17 LINCOLN	5	132	285	422	7	181
18 LITTLE COMPTON	1	20	24	45	1	25
19 MIDDLETOWN	6	137	377	520	6	189
20 NARRAGANSETT	0	64	198	262	0	95
21 NEWPORT	0	113	393	511	0	160
22 NEW SHOREHAM	0	2	7	9	0	3
23 NORTH KINGSTOWN	1	268	414	683	3	384
24 NORTH PROVIDENCE	0	162	308	470	0	217
25 NORTH SMITHFIELD	1	65	186	252	2	89
26 PAWTUCKET	5	423	1092	1520	5	573
27 PORTSMOUTH	4	113	182	299	5	153
28 PROVIDENCE	17	1357	2725	4099	18	1824
29 RICHMOND	1	28	68	97	1	41
30 SCITUATE	1	58	57	116	1	89
31 SMITHFIELD	2	134	235	371	3	196
32 SOUTH KINGSTOWN	2	115	315	432	2	166
33 TIVERTON	1	77	144	222	1	113
34 WARREN	3	55	170	228	3	74
35 WARWICK	7	760	1495	2292	7	1127
36 WESTERLY	1	132	312	445	1	172
37 WEST GREENWICH	0	29	45	74	0	37
38 WEST WARWICK	2	174	369	545	2	237
39 WOONSOCKET	2	263	753	1018	3	353
99 NOT STATED	0	38	76	114	0	52
TOTAL	99	6634	14197	20930	139	9131